RAILWAY RETURNS.

RETURNS OF THE CAPITAL, TRAFFIC, RECEIPTS,

WORKING EXPENDITURE

OF THE

RAILWAY COMPANIES

OF THE

UNITED KINGDOM

For the Year 1908

(Pursuant to the Act 34 & 35 Viet. cap. 78),

WITH A GENERAL REPORT THEREON AND SUMMARY TABLES FOR A SERIES OF YEARS.

Bresented to both Courses of Parliament by Command of His Majesty.



LONDON:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE
BY WYMAN AND SONS, LEGITED, 109, FEVER LANE, E.C.

And to be purchased, either directly or through any Bookseller, from WYMAN AND SONS, LIMITED, 109, FEWERE ILMS, FLEET SPREET, E.C., and S., ALMINGON STREET, WEETMINSTER, S.W., or OLIVER AND BOYED, THERDILLE COURT, EXCHIPRISH C. E. PONSONEY, 116, GRAPTON SPREET, DELENS.

1909.

[Cd. 4804.] Price 1s. 3d.

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GENERAL REPORT.

TO THE SECRETARY OF THE BOARD OF TRADE.

STR.

I have the honour to present herewith the Returns for 1968, made to the Board of Trade under the Regulation of Railways Act, 1871, and the Railway and Canal Traffic Act, 1888, in respect of the capital, traffic, receipts and expenditure of the railway companies of the United Kingdom, together with the usual Annual Report thereon.

A Preliminary Statement of the more important particulars shown by these Returns, with comparative figures for 1907 and 1906, was issued in May last as a Parliamentary Paper. As in the case of the Preliminary Statements issued in past rears, the provisional figures given therein approximated fairly closely to the definite figures finally compiled.

The various Summary Tables usually given in this Retarn have been continued in the present volume, and the following observations thereon are now submitted in accordance with the usual practice.

Capital.

The total amount of authorised capital shown by the Returns for 1908 was £1,398 millions, an increase over the amount at the end of 1907 of somewhat less than £4 millions, this boing the smallest increase recorded, with the exception of that in 1906 which amounted to £21 millions only. There was an increase in 1907 of about £93 millions, and the average annual increase during the 10 years 1899-1908 was approximately £15; millions.

The following statement shows the amounts of capital returned as paid-up at the end of each of the years 1908 and 1907, distinguishing between ordinary stock, preference and guaranteed stock, and loans and debenture stock, and showing separately the amounts by which each description had been increased by merely nominal additions : --

Tota	1 Paid-up Cop	gétal.	Amount system is a substance of the constitution, conversion, and division of Stocks.			
1908.	1907.	Increase in 1908 over 1997.	1906.	1907.	Increase in 1908 over 1907.	
Million &	Million &	Million £.	Million &	Million £.	Million £.	
	489-3	9-4	91-0	90-5	0-5	
	458-9	9-5	61-0	61-0	-	
350-5	345-0	4-5	664	444		
1,310-5	1,294-1	164	196-6	195-9	95	
	Million £. 491-6 468-4 350-5	1908. 1907. Million £ Million £ 491-6 489-3 468-4 468-9 350-5 348-0	1908. 1907. or 1903 Million E. Million E. Million E. 491-6 488-2 2-4 4 468-4 468-9 9-5 - 350-5 348-0 4-5	Total Philosop Coglish. commontals 1968. 1967. \$\frac{1}{180000000000000000000000000000000000	Treal Publish Cuptail	

a 2

It appears from this statement that the total amount of Railway enginel returned as paid-up at the close of 1908 was 1,310 million pounds, of which about 196 millions, or approximately 1.5 per cent., was due to nominal additions of the nature stated in the Table. The nominal additions formed approximately 18½ per cent. of the "ordinary" stock, 13 per cent. of the "preference and guaranteed" stocks, and 12½ per cent. of the "leavas and debenture" stock.

The total amounts of paid-up capital at the end of 1008, conversed with gas corresponding amounts at the code of 1004, showed increases at obstact £24 millions in the corresponding amounts at the code of 1004, showed increases at obstact £24 millions in the loss of the contract the contract £24 millions in the loss of the contract £24 millions in 1004. Diving the ten years 1850-year, and 1004 millions in 1000. Diving the ten years 1850-year at the contract £24 millions in 1004. The proper prices which the average amount increase was a little over \$417, millions. The proper prices which the average amount for 500 millions. The proper time which the average amount for 500 millions. The proper time which is the average amount for 500 millions are sufficient to the contract and the contract for the

In Summary Table No. 9, the average rates of sirvidend or interest poid on an idencipion of capital during the last net proses are stated. The figures gives must be Table have been computed from the raiser extremed by the Companies as having been the Table have been computed from the raiser extremed by the Companies as having been considered to the companies of the companies of

As pointed out in a note to Table No. 9, the rates are naturally lower than they would have been led there been no nominal abilities to the explaid of the Gunnalies. The swonger rate of dividend to interest on the explaint of the Gunnalies of the rate of the same than the same than was \$90 per cent. sa compared with the rate of 3'32 per cent. raid on the total explain inheriting comtain additions.

Traffic and Receipts therefrom.

The gross receipts of the Companies in 1908 and 1907 from passenger and goods traffic were as follows:—

Receipts from—					Increses (+) c	e Decresso (-)-		
Hee	etyte	free	%~~		1008.	1907.	Amount.	Per Cont.
Passenger traffic Goods traffic					Million £, 51-7 58-9	Million £, 51.0 61.3	Million £, (+) 0.7 () 2.3	(+) 1% (-) 36
			Total		110-6	112-2	(-) 16	(-) 1%

The above statement does not include receipts from miscellaneous sources, such as steamboats, canals, docks, rents, tolks, hotels, otc.

The receipts from passenger traffic were greater in 1908 than in 1907 by some 2700,000, but the receipts from goods traffic fell off by more than 2½ milliosat from the total of £21,200,000—the highest recorded—reached in 1907. In spite of the decrease in total receipts, which is the first recorded since 1993, the aggregate is

Passenger Traffic.

The following statement shows the rescipts from each class of passenger traffic in the last two years:—

Receipts from	_			1998.	1995.				
						Amount.	Per Cust		
Ordinary passungers :-				6	4	£			
First class				8,271,000	3.163.000	(-) 92,000	(-) 37		
Second class				2,715,000	2.810,000	2-1 95,000	1 -1 34		
Third class				32,111,000	31,519,000	7 + 1 50 E 000	(+) 19		
Sesson-ticket holders -				4.518.000	4.410.000	(+)108.005	(+) 24		
Mails, parcela, excess luggs	NO.	carrin	2005			1.7.000000	()		
houses, dogs, &c.				9,049,000	8,875,000	(+) 176,000	(+) 2-0		
	Potal			81,684,000	50,975,000	(+) 689,000	(+)14		

Except that the increases are somewhat smaller, these increases and decreases are rery similar to those shown by the Returns for the years 1907 and 1906, there being in each case increases in the receipts from third class ordinary passengers, seamon talest

holders, and mails, purceis, etc., accompanied by decreases in the receipts from first and second class ordinary passengers.

The following in a comparison of the numbers of ordinary passengers of each class (exclusive of season-ticket holders) carried by the Companies during each of the last two vers:

						1994.	1997.	Increase (+) or Descens (-).			
									Number,	Per Cent.	
Ordinary passengers First class Second class Third class			:	:		:	No. 30,888,000 54,089,000 1,915,138,000	No. 38,363,000 36,094,000 1,189,410,000	(-) 2,475,000 (-) 5,609,000 (+) 25,718,000	(-) 7·4 (-) 7·1 (+) 2·0	
			Total				1,278,115,000	1,959,481,000	(+) 18,834,010	(+) 1-6	

An examination of the details given is the Returns No. II. (pp. 48-48 of this and be preceding volume) shows that, excelding from consideration the line weeked by electrical power, the variation in the number of ordinary passengers in 1908 as compared with 1907 exceeded half at million in the ones of sixteen Companies, of which shows the contract of the contract o

The number of passengers conveyed by the "tube" salivary of the Matropolis increased from 130 millions in 1907 to 181 million in 1908, the increase bring more than that shown above in the total number of third class ordinary passengers, in which these are incided. Of the increase in receipts from third class passengers, shown in the preceding table, no less than \$259,830 vas due to the development of the traffic of these deceledered underground rullways.

The dispersion interceptional principles of the process of the post of the conditions of the same form. Support must be last of the observable one compiled on a least somewhat different from that of privine years. Dip to and the large process of the condition of the conditions of the conditions of the dispersion of the dispersion of the principles of the dispersion of t

AVERAGE RECEIPTS DE PASSENGER (evoluding Squeen-Ticket Holdow).

Clean of Passenger.	1896.	1901.	1991.	1992.	1995.	1904.	Liters.	1906.	1907.	1905.
First class - Second class Third class -	d. 23-6 9-8 6-5	d. 24.0 10.4 6.5	d. 34·4 10·8 6·5	d. 24·4 10·0 6·5	4. 24.1 10.8 6.5	d. 2346 11-0 6-5	33-9 13-9 6-4	d. 23·1 16·5 6·3	d. 34:3 18:4 6:4	35% 19-1 6-4
All chases	7:3	7:3	7-3	7:3	7:3	7:3	7:3	7:1	7.9	72

It will be observed that the average receipts per passenger from all classes (excluding season ticket holders) have hardly varied at all throughout the period to which the statement relates.

The following table, in which a comparison is made between the annual rate of increase in the numbers of third class railway passengers and tramway passengers respectively, is in the usual form :--

Year.	Third Class Railway Passengors.	lun ee	nt.	Transac Paragon.	Increase.		
Teac.	(Years ending 81st December.)	Number,	Per Cent.	Imany Invalgac	Number.	Per Cen.	
1819 1900 1901 1903 1903 1904 1905 1906 1907 1908	1,003,996,000 1,008,973,000 1,066,019,000 1,066,025,000 1,066,205,000 1,066,205,000 1,110,234,000 1,142,182,000 1,182,182,000 1,213,184,000	10,322,000 34,817,000 30,046,000 11,705,000 6,580,000 6,544,000 17,475,000 52,158,000 27,238,000 23,718,000	8·2 3·5 2·0 1·1 0·5 0·0 1·0 4·7 2·3 3·0	924,820,000+ 1,005,374,000+ 1,108,227,000+ 1,108,425,000+ 1,709,343,000; 2,068,913,000; 2,434,807,000; 2,434,807,000; 2,635,633,000;	06,534,000 140,554,000 132,653,000 190,826,000 200,570,000 167,100,000 218,794,000 170,726,000	7-7 15-9 19-6 10-4 ** 15-0 8-1 9-8 7-0	

* The figures with regard to the manior of Transvery Preventions in costs year will be found on page 319 of the weight crasher of the "Statistical Abstract for the United Kauplera."

Cannot be given, see note 2.

The increase in tramway passongers in the year 1993 is somewhat exaggerated by the inclusion in the Returns for that year, for the first time, of particulars relating to public road lines authorised under the Light Railways Act, 1896.

The rate of increase in 1908 amongst tramway passengers cannot be shown, the tramway returns for that year not having yet been completed.

The following Table shows the receipts from each class of season ticket-holders:

Beesipts from	Sea	ess-the	los as	tiers.		1908.	1907.	Increase (+) or decrease(=).			
								Amount.	Per Cost.		
Pirst class Second class Third class				:	:	£. 1,479,000 1,028,000 2,011,000	£. 1,465,000 1,030,000 1,915,000	(+) 14,000 (-) 2,000 (+) 96,000	(+) 10 (-) 02 (+) 50		
			Total			4,518,000	4,410,000	(+)108,000	(+) 24		

This statement shows a further increase, following on those of previous years, in the receipt from third class season tickets, the increase under this local in 1005 being £95,000, as compared with £134,000 in 1007. The receipts from first class season tickets abow a small increase, and those from second class season tickets a small decrease.

The numbers of season-ticket holders are returned by the Companies on a mikera basis showing the equivalent in annual tickets. A comparison of the number of each class in the years 1908 and 1907 is given in the Table below:—

	Equivalent Number of Annual Season Telecta.			1986.	1905.	Increase (+) or Decrease [-].			
					1901.	Number.	Pur Cent.		
	First class - Second class - Third class -	:		-	:	129,536 146,391 445,874	139,769 151,812 434,517	(-) \$33 (-) 4,931 (+) 11,357	(-) 0·3 (-) 3·3 (+) 2·6
	Total		-		-	721,801	715,598	(+) 6,203	(+)00

The average receipt per season ticket of each class, reduced to the basis of the equivalent number of annual tickets was as follows:—

Class of Tieles	i.	1906.	1907.			
			£sd	£ s. d.		
First class -			11 8 0	11 6 0		
Soond elass -	-		7 0 0	6 16 0		
Third class -	-	-	6 10 0	4 8 0		
All classes			6 5 0	6 3 0		
All classes				6 3 0		

The steady increase manifested in the average receipt in the first and accound elementary recent years reflects, no doubt, the toulency of ticket holders to live at graizer distances from inscince centres than formerly, as well as the devolument of alterative means of rapid trunsit over the shorter distances, the effects of which are agreed in the statistics of orientary passenger traffic.

Combining the receipts from season-ticket holders with those from the ordinary passengers under each class we obtain the following results:—

Beeripts from							Incessos (+) or Decrease (-).				
Onlitary and Son	elitary and Scores-Tirket Passengers.		yes.	1908.	1907.	Amount.	Per Cent.				
					£,	£.	A.				
First class Second class Third class		:	:	1	4,750,000 3,744,000 34,122,000	4,828,000 5,840,000 33,434,000	(-) 78,000 (-) 98,000 (+) 638,000	(-) 1·6 (-) 2·5 (+) 3·1			
	Total				49 616 666	49 102 000	(+) 514,000	(+)12			

The effect of combining the receipts from season tickets with the other receipts from passenger traffic is to lesson the rate of decrease of the first and second class ordinary receipts, and to add slightly to the rate of increase of the third class ordinary receipts.

Goods Traffic.

The following statement shows the receipts from each branch of goods traffic in 1908 and 1907 :—

	- 1	1000	1017	Dogg	
		15000	1507.	Amount.	Per Cont.
		£. 28,196,000	£, 39,415,000	£. 1,319,000	41
	-	29,197,000	30,287,000	1,090,000	3-6
	-	1,495,000	1,501,000	6,000	0-4
		58,888,000	61,203,000	2,315,000	3:8
-			28,196,000 29,197,000 1,495,000	. 28,135,000 29,415,000 . 29,145,000 . 29,145,000 . 1,605,000 1,501,000	Amount. 28,190,000 29,415,000 1,219,000 29,197,000 39,297,000 1,000,000 1,460,000 1,761,000 6,000

24 million pounds. The total receipts, and also the receipts from "minerals" and from live stock, taken separately, were however, greater than in any year prior to 1907.
The following Table shows the tomage of "minerals" and "genoral merchantisa".

The following Table shows the tonnage of "minerals" and "general merchandise" conveyed during each of the last two years:—

_	1986.	1907.	Decrease.		
			Auount.	Per Cent.	
	Million Tons.	Million Tons.	Million Tons.		
"Minerals" conveyed	388-4	407-6	19-2	47	
"General merchandise" conveyed	103-3	108-3	5-1	47	
Total	491-6	515-0	21:3	4.7	
m a		t		1 17	

The decrease in the tennage carried was thus somewhat greater than the decrease in the receipts, in the case of both "minerals" and "general merchandise." It appears, therefore, that the average revenue per ton of goods curried was slightly higher in 1908 than in 1907, and also, in view of the statements on the following page,

this the swrage revenue per train mile dorswel a small increase over the percolar given.

As the production and export of coal have an important loosing on the mimerial traffic of the railway companies, the principal figures relating therein one beer given in 100 to 200 sections of coal decreased in 100 sections of coal decreased in 100

engaged in the foreign trade, was 0 4 per cent. Intress: (4) or Decrease (-). Quantity of 1006 Antomit Toese Tons. Tone Coal raised 261,539,000 267,831,000 (-) 6,302,000 1-124 Coal brought to London by railway* 8.192,000 8,345,000 cal shipped constwines 20,067,000 20,246,000 col expected abread?

From information specially returned to the Board of Trade by the Railway Comparion
 From information specially supplied to the Board of Trade by the Commissioners of Carl Excluding coal shipped for their own me by steamers engaged in the foreign trade.

18,619,000

(+) 855,000

19.474.000

Coal shipped for their own use by steamers engaged in the foreign trade

Train Milesee.

No figures with regard to the average load of passenger or goods trains have ben compiled systematically by the majority of the railway companies; the following forces, however, show the number of miles travelled by passenger and goods trains espectively during 1908 and 1907 :-

	1916	1907.	Increase (+) or Decrease (-),
By	Tutte	1907.	Austral, Per cont.
Penenger Tissue	Million Miles. 2015	Million Miles. 26J 6	Aldino Milos. (+) 1°9 · (+) 0°7
Goods Tredna -	107-9	161:1	(-) 71 (-) 44
Istal (including Mind Proba)	123.2	4281	(-) fr2 (-) 1/2

The Table shows an increase in 1908 of 0.7 per cent, in passenger train mileage, and a decrease of 4.4 per cent, in goods train mileage. Passenger train mileage has increased continuously throughout the whole period covered by these Returns. Of be increase in 1968, two-thirds are accounted for by the increase of traffic on the Lordon "tube" railways. On the other hand, the details given in Table No. 15 (a xxxix) abow that between 1900 and 1905 goods train mileage fell from 180,049,000 ie 154,751,000. It rese to 158,879,000 in 1906, and further to 164,975,000 in 1907, filling to 157,212,000 in 1908. In 1908, therefore, it was still considerably less than is 1600, in spite of the large increase which has taken place during the period as a while in the command of general merchandise and minerals conveyed and in the receipts fon gods badlie, the total tomage baving risen from 424,529,000 in 1900 to 491,595,000 is 1908, and the goods traffic receipts from £53,471,000 to £58,888,000.

The following statement gives a summary of the rates of increase in passenger jurnops, turninge conveyed, receipts, and train mileage in 1908 ascompared with 1907;---

Increwee in	number of ordinary lassenge	ns conveyed in	1808	Per Cent.
	with 1907			1:5
Increase in	passenger train mileage	ditto ditte		0.7
Incresses in	receipts from passenger truffic	ditto ditto	-	1.4
Degreate in	teamage of goods conveyed in	1908 compare	d with	
1907 -				4.7
Decrease in	goods train mileago	ditto ditte		4.4
Docretso in	receipts from goods traffic	ditto ditte		3.8

The increase in prescrigor receipts was thus greater than the increase in passager train mileage, and the decrease in receipts from goods traffic was smaller that the decrease in goods train mileage.

As shown in the Summary Table No. 18, the average receipts per train mile, taking Besonger and goods traffic together, have varied very little in recent years for the Taked Kingdom as a whole, the range of variation for the six years 1903–1908 being has then Icl.

After a decrease for six years in succession the average receipts per passenger tem raile increased from 46 57d. in 1907, the lowest average recorded, to 46 86d. in 1908. The average receipts per goods train mile increased in 1908, for the tenth year american, and reached the highest figure yet recorded.

lpia.

The following statement shows the average receipts: per train mile, distinguishing goods and passenger trains, in 1907 and 1908.

Ressips per Train Mile,

From	Receipts per	Train Mile,	Income ())
From	1908	1907.	Decrease (+) or Decrease (-).
Passonger Traffic	d. 46 86 89-87	d. 46 67 89-32	(+) 0·29 (+) 0·55
Total Traffic	6270	62-85	(-) 0-15

It will be noted that there is an increase in the train mile receipts both for possenger traffic and for good traffic, taken separately, but that for the total traffic a decrease is shown. This is due to the decrease in the propertion of the goods train mileage to the total. In 1907 the goods train mileage was nearly 38\g^2 per cent of the total, in 1906 it was but little over 37 per cent.

$Working\ Expenditure.$

The following Table shows the gross receipts, the working expenses, and the net receipts in each of the last two years:—

	1908.		Dozrense.			
	. 1300.	1907.	Amonat.	Per cent.		
Gross Receipts	Million £. 11989 7641	Million £. 121-55 76-61	Million £. 1·56 0·20	1.4		
Not Receipts	43-48	11-91	1-16	8:2		
Proportion per cent. of Work- ing Exponess to Gross Re- oripts	63-7	63-0		9440. 0-7		

The total working expenditure of the companies fell from £76,609,000 in 1907 to £76,409,000 in 1908, but the proportion of working expenses to gross receipts in 1908, 637 per cent., was greater than in any previous year, the highest preceding figure being that of 1901, 633 per cent.

The following is a comparison for 1908 and 1907 of the gross amounts of the expenses of the companies under the four principal heads. These heads cover the balk of the expenses connected with the actual working of the lines; they also, it may be added, those chiefly influenced by variations in the charges for wages, feel, and materials:—

Heads of Expenditure.	-1106.	1907.	Inscrees (+) or Decrease (-)
	Million	Million	Million
	£.	Æ,	£.
Maintenance of way, works, and stations	11-07	11:26	(-) 0:19
Locomotive power	21:69	31:59	(+) 0:30
Repair and resowal of earringes and waggons	6-31	6:24	(-) 0:03
Traffic expenses	91.64		() 0.17

The expositive on "Maintenance of Way, &c," decreased by £19,000, as compared with an increase of £29,000 in 1907. That on "Locomorie Power" increased by £300,000 as compared with an increase of £2,100,000 in 1907. The production on "Equiva and Recewal of Carriages and Waggons" and that on "Traffic production of the production of the

The amounts of "Rates and Taxes" paid by the railway companies in each year since 1898 have been as follows:—

	Yes	r.			Total Amount of Rates and Taxes.	Increase (+) or Decrease (-) compared with previous year.
1890	-				£. 3,582,000	2.
1900			-		3,757,000	(+) 175,000
1901			-	-	3,980,000	(+) 223,000
1903					4,228,000	(+) 248,000
1903					4,493,000	(+) 295,000
1904					4,738,000	(+) 343,000
1905					4,933,000	(+) 197,000
1906			-		4,965,000	(+) 32,000
1907		-			4,883,000	(-) 102,000
1908					4.884.000	(+) 21,000

It will be seen that, as compared with the year 1907, there was a slight increase under this bead in 1908, but that the total amount was smaller than in either of the two years immediately proceding 1907. A consideration of the figures in the table suggests a slackening of the demands of local authorities on railway companies, and it

suggests a slackening of the demands of local authorities on railway companies, an will be intoresting to see, a year hence, whether the tendency has been continued.

As in previous years, an examination has been made of the accounts rendered to their shareholders by the primitipal companies, in order to estimate the effect of variations in the cost of unatories, and in the extent of the weight 30, and the effect of the weight 30, and the effect of variations in the cost of unatories which allow the continues to the continues of the cost o

		Yes	r.		Expositives on Cosi and Coke.	Expenditure on Materials in Lournetive Repulsing Department.	
1893	-	-			3,390,000	1,338,000	
1893					3,199,000	1,280,000	
1894					3,059,000	1,270,000	
1895					2,932,000	1,262,000	
1896				-	2,839,000	1,403,000	
1891					3,031,000	1,498,000	
1898					3,493,000	1,585,000	
1899				-	4,978,000	1,781,000	
1900					5,987,000	1,959,000	
1901					5,989,000	2,092,000	
1903		-			5,042,000	2,153,000	
1903					4,959,000	3,311,000	
1904		-			4,814,000	3,151,000	
1905					4,810,000	2,189,000	
1905				-	5,048,000	2,829,000	
1907					6,175,000	2,583,000	

The figures relating to the cost of materials used in the maintenance of permanent way and in the repair and renewal of carriages and waggons, though given in the Appendix, are not quoted here, as undoubtedly much variation exists in the amounts of expenditure which individual companies may find it requisite to incar for these resposes in particular years. It will be seen, however, from the figures above unoted that there was a continuous reduction in the expenditure on fuel in the four years from 1893 to 1896, although there was, during the same period, a general increase in 1893 to 1890, attnough there was, name for same period, a general increase in train mileage. From 1896 to 1901 the expenditure on coal and coke increased yearly. than missage. From 1899 to 1991 the expenditure on Coal and Coal and Increases yearly, the expenditure in 1901 being more than double that of 1896, while the increases in train mileage continued till 1900, though at a rate much less than that at which the ecst of fuel increased. In the next four years expenditure on fuel decreased case vear, while the train mileage underwent but little change. In 1996 there was an increase in the cost of fuel of £238,000, in 1907 an increase of no less than £1,127,000 or over 22 per cent, and in 1908 a further increase of £365,000. In these three years the aggregate increase of train mileage has been 51 per cont.

The following statement affords some indication of the course of prices of coal and materials in recent years. It is, of course, to be understood that the figures quoted in the case of coal relate to all descriptions of coal, and not alone to those kinds which are used for railway locomotive purposes:-

		Approximate Price of Coal at the Mines.	at the Mines.					
	Yose.	"Mineral Statistics."	Of Coal.	Of Iron and Stool Enils				
	1899	Per Tun. 7s. 7d.	Per Ton. 10-53s.	Per Ton. 4 90/.				
	1900	10s. 9\d.	16:52a	6-332.				
	1901	84 61d.	113/73%	5-867,				
	1902	8s. 25d.	†13·19«.	5:442				
	1903	7s. 8d.	†11:58s.	5-322.				
	1904	7s. 2]d.	#11:02×.	4.842				
	1905	6s. 11½d.	110·47×	5.00%				
	1906	7s. 31d.	†10·82×	5-632.				
	1907	91, 01.	12-63×	6-042.				
_ 1	1908	2 8s. 13d.	12:654	6-122				

on coal valued at more than 6s, per ton-# From information specially supplied to the Bound of Trade by the Home Office.

The foregoing Table shows that the price of coal was nearly the same in 1908 as in 1907, taking the average of the whole year in each case. It may be of interest to compare the number of train miles run with the quantity of

fuel consumed for locomotive purposes, and also with the cost of fuel to the companies. The following Table shows the annual percentage increases or decreases which have oscurred in these figures year by year sinec 1899 :-

		Year			In Total In quantity of fact examples of the Research of the R		to compared with the previous year.					
		1 enz			Prain-Mileage. (all Radway Courpanies.)	construct for located by	In Cost of Fool (to lifteen Principal Endbury Companies)					
1999					Per Cent.	Per Cent.	Per Cens.					
		-			(+) 4.2	(+) 7:0	(4) 235					
1900					(4) 15		(+) 223					
1901						(+) 5-0	(+) 39·9					
1903			-		(-) 0.8	(-) 1-6	(±) 0:03					
1002					(4) 0-3	+1 2.8	15:8					
1903					() 1:5							
1504						(+) 0.6	(-) 1·6					
1905					(+) 08	(+) 04	() 25					
1906					(+) 10	(4-) 1:3	(—) 1·3					
	-				(+) 33	(+) 6.3						
1907					(4) 34							
1908					7 12	(+) 6.9	(+) 22·3 (+) 5·9					

from with regard to quantity of final communal in each of the years 1903-1907 are to be found on page 540 1907. (Park Paper Mo. 377 of Sassau 1908). The figure for 1908 has been specially supplied to the Boar to Ballium Communic. of Tends by the Railway Countaries.

A comparison of the first two columns in the above Table shows that in nearly every year included in the Table the percentage increase in the quantity of fuel consumed was greater than the percentage increase in train indege, a fact which is no doubt explained by the tendency to increase train loads and the consequent employment of harvier and more powerful focusously.

As regards the amounts paid as wages in the Locomotive and Traffic Departments, the following figures, which relate to the fifteen principal railway companies of the United Kingdom, are taken from the Table in the Appendix above referred to:—

			In Locomotive	In Traitie	
,	Year.		Working of Engines	Repetiting and Honoving Engines.	Department.
1899			.6. 5,047,000	£. 1,988,000	£. 19,350,000
1900			5,283,000	2,058,000	12,802,000
1901			5,259,000	2,106,000	13,112,000
1902			5,251,000	2,319,000	13,342,000
1903			5,213,000	2,955,000	13,534,000
1904			5,178,000	3,337,000	13,654,000
1905		-	5,194,000	2,246,000	13,749,000
1906			5,377,000	2,319,000	14,076,000
1907			5,676,000	3,431,000	14,573,000
1908			5,571,000	1,858,000	14,593,000

On the assumption that the expenses of the smaller companies on account of wages showed the same tendency to increase as those of the larger, the following comparative statement may be given:—

		Per	r Cen
Work done in 1908 as compared with 1907 —			
Increase in number of ordinary passengers conveyed			1.5
Decrease in tonnage of goods curried - · ·	-		4.7
The second secon			1.2

Cost for wages in 1908 compared with 1907-

Decrease in	locomotive departme	ut	-					2.1
Decrease in	traffic department		-		-	-	-	0.5
	4h down all monature contra	talren	torre	ther				11

In the figures abouty given (see page xii) which above the total expenditure of the composition, all branches of expenditure were included; for earting purposes, however, more capacitally for showing the corpositions per train mile and per of ratificity is desirable to exclude the expenditure of the second to the composition of the co

and per mile of railway open for traffic under cach head except steamboats, etc., is shown in Table No. 19. The results per train-mile run for the years 1908 and 1907 are summarised in the following statement:-

Espenditure on					Evpenditure p	ser Traue mile.	Incresso [+] or
Espeniture on	ucco	una ce	_		1908,	1967	In lines
				1	d.	d.	d.
Maintenrace of way		-	-	- 1	6.28	6:31	(-)0-03
Locomotive power				- 1	12-41	12:09	(+) 0.32
Belling stock				-	3.52	3.50	(+) 0-02
Traffic expenses -				-	12:27	12-22	(+)0-05
General charges -				-	1:66	1:62	(+)0-04
Rates and taxes -				- 1	2.77	2.72	(+) 0.05
Government daty*				-	0.90	0.20	(1)100
Compensation:							
To Employees				-	0.15	0.13	(+)002
Personal injuries t	o po	uscon	gora		0.07	0.09	(-)008
Damage to goods				-	0.25	0.24	(+)001
Legal and Parliaments	ry o	xpens	89	- 1	0.15	0.18	(-)0-03
Miscellaneous -				-	1.28	1.27	(+) 0:01
Total (exclusive of exp	end	iture	on so	-0100			17700
busts, docks, harhou	19, 5	ınd es	nals)	-	40-99	40:56	(+)0-43

* For Great Britain only. The railway passenger duty is not charged in Ireland.

It will be seen that the total expenditure per train mile rose from 40 56d. in 1907 to 40 99d, in 1908, the increase being chiefly under the head of "Locomotive Power." The usual calculations respecting the expenditure per train-mile of some of the

Net Earnings and Dividends.

principal companies are given in Table No. 21 (see page 1).

As regards the actual not carnings of the companies in 1908, the total gross receipts (including about 94 millions sterling received from steambouts, canals, hotels, and other miscellaneous sources) amounted in the year to £119,894,000, notes, and other mescentaeous sources) amounted in the year mescepts therefore an and the total working expenditure to £76,408,000. The net receipts therefore amounted to £43,485,000, as against £44,540,000 in the previous year. The proportion of net carnings to capital was 3:32 per cent. as compared with 3:47 per cent in 1907. The amount of paid-up capital increased during the year by about 16g millions (1:3 per cent.), and the increase since 1900 has been 135 millions (11g per cent.). As already stated, the average rates of dividend paid on the ordinary and preferential capital respectively fell from 3:31 per cent, and 3:46 per cent, in 1907 to 2:59 per cent, and 3:42 per cent, in 1908, the rates on the other classes of capital remaining practically the samo

The following statement compares the average proportion of net earnings to capital in each quinquennial period from 1871-75 to 1901-05, and in the triennial period 1906-08.

	Ye		Proportion of total Net Earnings to Capital.				
		-		_		-	Per cest.
Average of			-				4:56
19	1876-80						4:29
- 19	1881-85						4:93
in .	1885-90					-	4.07
н	1891-95						3.80
31	1896-1900						3-64
	1901-05						3-38
	1906-08 (t)		manus.			- 1	3.99

The proportion, it will be observed, shows a general tendency to declina. This, however, arises in part from nominal additions to capital on the conversion of stocks, such nominal additions now representing, as already stated, 15 per cent. of the total capital of the companies.

The following statement shows the amounts of each description of capital classed

						Opdins	ry.	Profosos	681L	Gonzani	ook.	Loons and D Stock	eboater
Ender	od Div	blend	or In	deror		Amount of Capital.	Per cratic of Total.	Amount of Cubial	Par cent of Total	Assessed of Capital,	Per cost, of Total,	Assess of Copital.	Per cont. 6 Total.
_						15.		6.		4.		1,000,073	0:1
92						75,604,198	13.4	23,990,323	8.4	50,000	9-9		
	bore 1		st.			35,900,009	7:8	825,919	0.9	-	-	200,000	0.1
	t and				nt.	23,673,623	1.8	9,005,000	19-8	1,551,189	1:1	4,655	10.0
			3.			148,974,749	20.3	110,018,149	32-2	38,576,760	187	188,044,201	53.8
18	2		- 2			76,879,044	11:5	108,074,109	10.0	69,700,178	48-6	115,123,960	22-8
16	3	***		**		22,110,228	4.3	41,039,522	14:1	35,444,505	29/3	44,000,000	124
	4	10		3/4		131,201,020	157	1,563,316	0.5	2,610,000	2-1	1,495,960	04
	5	10	6	*1				1,010,114	0.0	aless el son	-	41.00	_
	6		7			1,747,417	0.1				1 =	5,600	0.0
	7		- 8			994,920		-		-			-
	1 1 1		265,900	0:0	-	-		-					
į,					-	-	-	-	-				
	Total · · ·					491/533,387	100-0	343,029,195	100 0	124,433,846	100-0	350,836,668	100-0

The following Table shows the amounts of the ordinary capital grouped according to dividends paid in each of the last five years, and enables the variations

					1		Assess	eri.—MH	46			Perce	plage of Ti	oles).	
7	takes of	DOVS	end.		-	184.	1806,	200.	3000	1986.	2003	186	39%.	1007.	2501
						-	912	00.5	08.5	79'0	125	18 6	199	15 6	2014
id alterna 1						20.0	10%	ME	35.5	301	54	8-9	6.0	7.5	7%
tore I amil						2016	421	2615	15-1	347	94	10	0.9	91	**
. 1		3				139.5	1987	2917	1415	14140	1019	19.9	191	28.9	201
		- 7				200	79-2	975	101	50-5	12.0	165	125	82	11 0
		5				100	11/2	201	1813	891	10	29	62	9.6	61
						251.1	17.8	590	110	131.4	22.4	16.3	12.0	33.0	397
	-					61	4914	29.5	799	17	24	19%	198	165	Pri
. 7						115	216	14	122	110	91	0.4	8.9	04	61
						98	6.5	+1	-	8-9	62	0.0	6.0	-	01
lors 5 per			**			019		116	9.2	- 1	0.5	- 1	0.5	0.0	-
over per	140		Total	ú		177 N	69.4	199.7	660 K	SEL E	1000	3399	200 6	339-0	130

Track Mileage and Length of Sidings.

The particulars, first collected for the year 1963, with regard to track mileage and keep of a dulings, have been continued in Table No. 4, page xexii. According to the largest that the particular of the results of the range o

Electrical Working of Railways.

It appears from the particulars above by Appendix D (ago, 96) that at the old filled the length of the combond of slage teachly oxefoct solely by elected the combond of slage teachly oxefoct solely by elected. The corporating lengths of the 200, miles were being worked partly by electric. The corresponding lengths of the at the end of 100 were 1964, and 1624 miles trapectively. The total quantity of electrical energy used in 100s was 240,257,305 Beard of Trade units as compared with \$21,307,347 in 100 km s. 240,257,305 Beard of Trade units as compared with \$21,307,347 in 100 km s.

xviii

Summary.

A summary comparison of last year's Returns with those of 1907 is given below, in accordance with the usual practice :—

Summary of the Milzage, Capital, Trappic Receipts, Working Expenses, and Ner Earnings of the Raleways of the United Kingdom in 1968 and 1967 compared.

		1995,	1907.	Increase (+) 10 3 on 190	Accrease (-
				Ameuni.	Per cent.
Mileage Of which double or more Track Mileage (including sidings)	: :	Miles, 23,905 13,026 53,669	Miles. 23,108 12,845 53,158	(+) 117* (+) 81 (+) 511	(+) 05* (+) 06 (+) 10
Capital	ia is	1,310,533,000	£, 1,291,096,000	£. (+)16,467,000	(+) 1:3
monitoral cody	inh is	196,465,000		(+) 487,000	(+) 02
Ordinary Capital		491,633,000	189,189,000	(+) 2,444,000	(+) 05
Amount included in the foregoing wh axinised only	ich is	50,586,000	90,500,000	(+) 486,000	(+) 05
Receipts: Passenger truffic		£. 51,661,000 58,888,000 9,342,000	£, 50,975,000 61,203,000 9,371,000	#; (+) 689,000 (-) 2,315,000 (-) 29,000	(+) 14 {-} 36 {-} 08
Total · · · · · · · · · · · · · · · · · · ·		119,894,000 76,408,000	121,549,000 75,609,000	(-) 1,655,000 (-) 201,000	(-)14 (-)03
Net earnings		43,486,000	44,940.000	(-) 1,454,000	(-) \$2
Proportion of not comings to capital Divident paid on ordinary capital-		Per cent. 3-32 12-90	Per cont. 3:47 †3:31	(-)0	15

All revence has been been made for a deplication of twenty reflects the returns residence to the Board of Trade for 1 Three percentages are calculated on amounts a little in garges of the true totals. See note to Sussemen Table Sc. 9.

The summary shows that in 1908, as compared with 1907, there were decreases of £1,955,000 in gross receipts, of £201,000 in working expenditure, and of £1,454,600 in net receipts. The total paid-up capital increased by about 16½ millions and the proportion of not earnings to total capital fell from 347 per cent. to 332 per cent.

I have, &c.,

G. R. ASKWITH.

COMMERCIAL, LABOUR, AND STATISTICAL DEPARTMENT, BOARD OF TRADE, July, 1909.



Sinker St. St. St. St. Copyright secretari Michigan of stocks.

SUMMARY TABLE for UNITED No. 1 ... LENGTH of LINE CAPITAL PASSENGERS OFFERED

PARTITAL AUTRORISTO. CAPITAL PARK IIII PER POST TRUE TESS. Or Berry. TOUR Water SHIPTERS VERNELISE 1850/04/4 HAND OF BRANCH BRAILING *160.00Ex71 THAT THAT I DESCRIPTION 85,000.435 (0.5796.88) 58540.0 2678 6.00 WILL BURNEY 171191.00 144,000,351 emotune. DOMEST 164 (40 105 PERMIT 00,855,170 828 + 200 A17 611792 113.120.00 7.81335.50 2,000 1000 5.920 7,500 TOBBASS 100 (00 NO. TVT 856-358) NAMES OF 5120 180 199 199,210 213,022,F72 205,071,349 55,194,790 190 100.000.000 In section 3 000 910 ----479,636,615 IKE-KIN 961/200/20 NUMBER TOO HER AUG 0,873 0.50 123 196 722 801,157,100 *1.95.90 NO 167 ESS 245.675.101 VT 140 (192) 194 (05.52) 100 400 500 581.074.050 200 mg (F) 1064 965 146 THE REAL PROPERTY. D MARKET P 94,674,627 184 16180 1/250 180,056,054 189 30.20 13.204300 01350,00 100 23,440 6.713 PROST 243,000 BILLION, 200-NUTSES PRODUCT 213(100,17) 10.003.01 005,514,694 3.89 20.885 THEFT 11,611,000 110,000,000 140 1.004 12475 20 20 20 20 20 105.175.000 MARKSHI TIANS 117 17,710,000 107 201 400 H6L005.268 178,918,515 199.803.643 COLDUCTOR BOX DESCRIPTION 901 107 117 200 2014 (8) ****** 121/06/201 10,865 953 000 144 ma trails PURKER 115,415,141 THE PROPERTY AND ADDRESS OF THE 06.7941.07 99177560 NY 475.80 193,455,75 DISCOUNT HOUSE, OR DARRESS 11,000 ON STEEL 2,12 UNSARAM SETTIMEN THE FEETIMEN 11/06/30 199,151,08 am, am, and TERRUST 1505 13.22 10 (1500) 065 527 895 11.590 131.496.806 LIGHT STEEL PROPERTY. 105,751159 LANGER 42.9835 1,004,114,00 217.751.613 LILLINGSON BALLEY, MA 1,000,000 TE 181115 11,500 6.000 8002553.00 1,250,000,000 200,000,000 1,000,705.00 100 911.64 1133 25,430 201705181 1201015170 ASSUSSED 1000000111 toles Larr 1,114,409,415 LLSIADE 188,300,677 1896 11,500 920 21,650 564 TROOMS | 1.000 REST NOT 1 1 1 2 70 641 201/03/60 1.181257.AIL 1890 11,595 550,005,016 1,005,070,040 194,040,422 107195 (22) 178 003 662 11.897.903 194,000,071 SHURTURE LITEUR, NA Lene 11.016-043 SOCKELER SCHOOL STREET, ST. AMERICAN **CONDUCTO** 118,684,077 8/13/17/40 115.54.05 11,194,335 20,476 910,754,764 300, KG 1, KG LTS.BURG BLESSE 47 UKS 5749 1,534,68,ct 171.173.00 1000 11 (07 500 98,108 960 SALVEZ 277,717,138 1,269,484,485 461,465,486 00 V 00 470 214,224,030 1,234,033,075 14.500 CHANGES SELECTE LEGISLES CHANGES 200.65 PARTICINA SELENOPES LENGTH DE 12,084 066,812,000 100,798,000 1,404,04789 677,794,600 10.501 BUE LON 117, 177, 169 \$2,650,519 2:5,196,258 1,572,\$38,688 MALE PALLEGATE DECRETAGE LANGUE BELLES AND ASSESSMENT OF THE PROPERTY ASSESSMENT OF THE PROPERTY AND ASSESSMENT OF THE PROPERTY ASSESSMENT OF THE 13.686 10,334 12.144,71s .250,862,867 1.250,863,36 27/165 908,227/101 SEL736,200 1,954,464,600 ENL734,615 20.205 11,800,04 (\$2,042,777 1,294,000,000 1205 PRODUCE WANTED SHOULD SAVENCE SHOULD SHOULD SHOULD L'Horista and critical Phinkselps

ij There was a large comittal increase in I bulmiling of stork of his hour of the community of the contraction becomes

of the contraction of the (4) An assume of £2,285,000, proviously included as of

11,000 16:179

STORE TAXABLE STATEMENT TAXABLE STATEMENT

TABLES.

KINGDOM in each Year from 1870 to 1908.

25.8807				0	TOW RESER	SPT-					Viesn	. 1			
espectation of the contract of	Pattern Pattern That Pin		TANK G	oras na	Dorse Pil	or TE	um.	Messaga	UESTS.		Inne		NW Dec	itres.	
codrains of Season Thirst McMers	Iteal	Pro- jour bless to Total like relate	Tetal.	Znc- perior is lotal lie- seighs	Shead	Per Mile of Line spen	Pry Train Mile	Reats, Toffs, Saviga- More, Siense boats, do	Pro- portion to Total Re- origin.	Yoraz Dws all Recepts	Test.	Pro- tice to Total Ex- celpte	letel	Pro- postura for feast grid to reprise	YEAR
N	4	Pri Cref		For	- 6	6	4.6	4	Sec	6		For Cost		le.	ī
101/11/00	29,81,811	40'90	\$4,110,000	5990	49,417,693	1,754	6 15	1,000,000	244	euman	95,714,286	as	55,502,616	4-0	295
225,225,714	10,031,666	42 18	50,411,258	64 17	45,317,616	2,864	6.4	1,765,525	210	65,605,710	15,212,501	0	15,750,000	4100	185
400,004,002	55,587,665	41.97	10,630,600	54/00	55,506,716	3,344	1 4	L001.000	19	85,376,810	UNITED IN	12	36.567.101	424	100
45E 500.288	10.003.003	40-00	61 STI 910	50:11	95,975,423	2.40	5 79	204300	112	17.510.000	3433656		96,669117	480	191
en 600 en	24.993,615	47.00	13,865,785	Greet	16,909,400	3.450		1,650,797	1.00	80-155-116	18721718		30 549,792	430	15
													and a second		
100,017,000	15,714,681	62.99	30,544,012	54 85	B5560,785	3,542	8 53	2,164,517	248	\$7,05,000	SANATIS	54	15,015,51	4.45	26
154,404,007	16,183,560	62.65	35,134,827	84 26	19,217,969	3,514	5 0	\$,193,600	240	€5,133,735	50,533,630	34	38,680,366	4:21	11
149,545,315	\$5,984,850	62:33	\$4,375,047	84.17	60,846,00T	1,6%	6 06	1,000,000	2.70	62,013,326	35,107,559	54	25,715,755	484	18
965,0254455	20,840,614	4278	2014763	10 90	00,474,975	1,488	5 52	3,498,289	3.85	65,510,074	36,319,568	12	15,073,016	175	10
H2793.000	20,720,180	an	85,175,007	1622	9.20.20	2.200		3.85.45	246	61771706	95045 170	80	19725.400	635	10
005,815,005	12 ATT 655	41.53	25793.000	54100	(8.90) NV	8,420	5 10	2,630,800	2760	98,198,835	25,000,054	n	\$1,000,016	628	18
09467787	17.60.545	42.00	10.440.00	24.70	03,506,207	1,526	5 12		240					629	10
								3,847,000		66,557,668	84,608,839		11,001.005		
104,835,700	25,795,813	41.53	27,740,305	54140	60,FFT HIS	1,005	0.5	1,833,996	4 80	69,875,124	10,170,426	93	53,200,60s	6.80	18
121,017,000	10,000,733	41:08	28,701,380	11.00	64,21X,065	3,163	6 1	1,681,135	491	75,365,276	17,961,963	68	85,010,706	410	16
104,101,801	50,020,450	42 58	11,00,00	56162	60,700,045	3,589	8 0	5,000,000	600	20,510,643	17,535,76	88	33,846,662	456	38
107,513,011	10,713,000	42.92	35,071,045	text	60,644,961	2,427	4 10	5,010,600	415	69,555,174	64,792,687	55	81,717,627	6:00	18
735.5E4.200	24,514,000	43.45	95 755 895	neins.	95,635,377	Lock	4 20	1471475	428	00.000.000	26,818,007	50	20003706	5:30	19
TELEVISION	26/22/3/2	G130	27.143.790	ninda	97,584,590	5,600	4.00	8,008,799	447	73.545.074	27 001.005	12	SAMADO	6700	16
745,400,074	51,094,009	611	26,735,790	59:11	05,733,822	2,500	4 15	3,154,796	4:23	74.954.505	12 3/13/2		30.130.000	600	180
									-	17 ANS DIST			M. M000	6-79	110
791,336,013	RESECTION		42,094,833	2.14	76,717,007	8,690	4 116	3,802,860	1	-Compan	6004778				10
SELTI-LOSS	14,387,000	62.34	43,225,750	8990	Number	2,123	4 119	3,400,850	6-25	73,040,700	43,990,096	64	95,760,185	4:00	
145,602,668	35,336,936	61-92	45,336,737	55 93	78,00,000	3,861	4 10	2,414,274	427	RE_HOL,007	45,141,775	10	SERVICE SERVICE	4 96	18
964,426,361	16,909,000	43 14	65,895,100	10:00	75,750,304	1,896	6 19	8,983,198	494	85,755,045	45,707,865	50	94,476,076	349	38
873,177,082	26,242,442	46:95	95,954,027	50 84	38,64,060	3,712	4.9	2,797,800	470	88,611,581	45,095,312	17	54,905,175	5.00	18
911-03-89s	35,415,415	49/28	43,270,079	61.46	79,171,590	1,700		4.006361	1 126	H-102331	67,000,000		17,00,80	2:17	18
908,770,800	85,613,361		44,004,000	1145	51,891,04T	5,914		4,536,90	677	85,900,500	65,875,587	100	mount	915	128
				G-16	35,995,890	4,000				00118.755	POLITAGE	- 65	70 314 605	216	1
965,000,400	36,125,60	100	48,275,985	1							#3.091.50s	100	40.603.00	9-73	1,
JOIL BOUND	48/23/06	45 10	47,007,073	£7 00	96,375,500	6,350	1			90,717,054					
(explication)	41,847,00	42.68	48,528,000	16:33	71,000,000	4,900	4 5	6,185,45	0.00	25,963,500	85,000,840	68	40,791,060	2:58	la
1,04,000,000	45794,000	65-59	55,116,000	61.93	96,883,888	4,00	6 3	5,806,07	972	185,000,000	00/392/652	10	41,071,179	2-61	11
A45,278,040	45.153.00	10:20	62475.00	65:00	90,000,000	452	4 1	5,947,30	2 242	334,864,659	64,745,500	11	40,007,000	3'41	11
LITTLE BOX OF STREET	45 (100.00)	60.76	15.00.00	1971	90,500,404	4,00	5	4950,00	944	\$30,586,615	81,690,290	63	20,000,019	910	11
1.181,713,500	17,203,00		64,968,150		125,000,154	5,600		7,409,55	6-27	100,489,720	COURSE	#2	41,619,700	510	12
L\$16,065,106			50,000,000	10 70	200,679,200	4.00		1,6842		\$17,990,000	CAUNCUS	62	40,004,800	8*44	21
LEM.715,750			86,600,02	014	125,715,600	4,50				111,589,571	80,171,691	62	45,685,243	8-90	11
USA, HILLIES	15,720,29	47-90	69,413,59	000	185,351,500			8,339,76		119,621,008	73,014,665	62	ALUKUTO	842	11
LBOUGHT, SEE		4250	10,394,82		101,275,000					TATALLESS.	72,787,894 73,695,194	62	44,590,729	3.19	12
1,069,488,735			61,000,73		125,775,174					TELEVISION I	75,610,196 75,417,000	94	42,411,510	222	1
1,2%,118,465 ¶ Xbe rote	50,0048	19-00	88,898,34		118,600,681									1000	

No. 2.—General Summary for the United Kingdom from 1850 to 1908.

Yesz.	Length of Line open for Traffic.	Total Number of Pusses pers ou ried (exclusive of Season Ticket Bolders).	Wolght of Goods and Minorala Conveyed.	Total Capital Pald-up-5	Grow Roccipie	Weeking Expenses.	Net Receipts.	Per- omings of Net Becolyts to Total Paid-up Cupital.	Per- centuge of Working Expendi- tage Green Receipte
	Miles.	H4.	Tons.	2	x.	£	£		
1850	6,633	78,854,422		240,920,745	13,934,0991		ma.	-	-
1800	10,433	163,435,678	89,857,719	\$46,130,127	97,794,9231	13,187,368	14,579,954	4-19	47
1870	15,597‡	334,515,297		729,966,673	45,678,143	21,715,525	23,862,618	6:41	48
1890	17,903	660,585,085	235,005,029	728,716,848	65,491,025	33,601,124	31,890,501	4-18	51
1885	19,169	697,213,692	957,983,454	815,858,015	60,555,774	36,717,907	33,767,817	4 92	53
1896	20,073	817,744,945	333,119,427	897,479,936	79,946,766	43,188,556	36,760,146	4-10	54
1995	21,174	959,770,900	334,280,991	1,091,110,921	85,922,710	47,876,037	38,040,665	3 190	56
1900	21,855	1,142,270,696	434,929,513	1,174,001,890	104,891,838	64,7453,029	49,055,338	8-41	63
1968	22,435	1,195,255,195	443,007,947	1,835,688,917	110,888,714	68,562,855	42,336,850	3.43	82
1994	22,634	1,198,773,790	449,857,415	1,258,294,681	111,833,273	69,172,533	42,660,741	3:26	63
1905	22,847	1,199,633,102	461,139,903	1,272,400,935	113,581,019	70,061,663	13,466,256	343	63
1900	23,043	1,940,567,138	685,790/983	1,246,883,241	117,827,831	72,701,804	44,646,977	346	62
1193	23,166	1,939,441,818	515,887,116	1,294,005,022	121,541,921	76,816,194	44,919,720	3-47	63
190	28,315	1.278,117,498	491,795,006	1.310.733.213	110/894,227	76,877,801	48,416,586	3:39	64

\$THE POLLOWING STATEMENT SHOWS THE LENGTH OF LINE AT RACH GAUGE OFFEN IN THE UNITED KINGDOM IN THE YEAR 1908.

Gange		JR, 94. 1 11)	Pl. 64.	Pt. 66.	JPL 60. 11 4)	Pt. 6s. 5 4	PL fit.	Fr. fa.,	FY OL.	30. to.	39, 5s. 4 8§	Pt. In.	The foregoing figures are st- classive of the
Length		Nides.	Millor.	Melos.	Nulse.	Miles 11	Hiller.	Miller, 854	Miles.	Millon, 11	More Mark	2,660	Datawal And East bestion Halfwely a single strength line of 0 males.

Cannot be stated.
 Exclusive of "Miscellansess" receipts, the mesent of which is not available.
 Lamph of Line constraints.
 Intrins monainal additions to Capital on conversion, consolidation, or division of Stocks.

LENGTH OF LINE No 3.-LECCITS OF RAILWAYS open for Traffic on the 31st Documber in each of the Years from

	1109.	1100.	1906.	1916t.	1501	1904.	1905.	1906.	1907.	1938.
	Miles.	Hiba.	Nibe.	Miles	N des.	Alifon.	Miller.	Mules.	Milps.	Hille
IN ESSEASED AND WALLS	5,111	0.096	5,995	1.068	6,183	3,220	5,263	5,599	5,997	6,389
Davish -	6	1.000	9,200	0.204	0.866	9,261	9,057	9,353	9,343	9,370
Tirro	9,905	100	172	171	104	202	907	218	395	236
Four or more		719	241	100	one	922	1,002	1,428	1,642	1,023
Total	10,041	15,187	13,908	15,338	15,268	15,020	15,731	15,620	15,997	15,999
Is SOUTLAND				,				1.020	9.977	9,967
Naghr	8/67	2,000	9,188	2,123	2,164	3,006	1,543	1,518	1,512	1.015
Dealin -		3,117	1,423	1,405	1,451	1,452	1,042	27	27	20
Times .	1,021			83	27	23	30	22	23	33
Your or more		10	39	27				-		-
THEAL	3,400	3,485	1,502	3,589	3,001	3,712	3,884	3,841	3,840	3,845
is littlend						2,645	9.665	2702	2.020	9,410
Single	2,785	2,500	3,590	2,583	2,626	650	665	600	162	666
Bestie -		665	627	627	64	1	1	1	1	
Theor	631	1	1	-		١	-	-	1	-
Vasa or karin		- 1	-	_				-	-	-
Turas	8,176	5,000	1,2%	8/314	3,57	3,200	3,373	3,361	3,392	3,20
In United Kingson -	_						1			10.55
Ningle -	9,75	9,693	9,996	9,990	9,60		10,154	11,500	11,517	11,75
Dodde -	1	11,261	11,340		11,72			266		20
Three	1,00			154	71		1,083	1.000		1,10
Pear or 1990		7.2	753	825	66	7 1,000	1,000	-	-	+
The document leave uses	21,70	21,88	22,070			22,63				

Na. 4.—MILLKOW OF LENK Open on 31st December, in each of the years from 1903 to 1908, showing for the United Kingdom, the impth of cond-track, together with the length of Sidings (reduced to single track).

		Part	Second Track	Thirt	Fourth Treat.	Truck.	Sixth Track.	Seconds Track	Eighth Track.	Nexts Trends	Tenth Track	Electricity Track-	Treeffth Treefc	Thirteeth Track.	Speriteersh Track-	Shakest Tra.L	Turneble Peach	Longth of Track	Single Trackl	(inded)	
		Hote.	Wite.	Miles	Miles	Miles	Miller	Miles	Hitee		Miles	Min	Miles	Miles.	Miles	Miles	Mylex	Miles. 31,255	15,309	M' 16,	
1				1,178	936	375	40	14	2	-	-		9	1	-			37,901	15,533	51,67	
	1504	35,574	10,000	1,971	1,690	1.58	85	25	17	7	1 4	3		1	-	-		28,431	13,899	00,023	
	196	22,574	19,315	1,324	1/907	170	97	40	21	11	- 5	8	3		1.	1 10/4		30,875	14,992	32,904	
	1966	23,065	11.12	1.398	1,001	180	m	47	29	17	19	6		3	1 *		10	89,000			
	1007	23,171	10 00	1,585		100	117	64	53	13	10	8	- 6	1 4	3	t mile	-		11,88		i
	Was			8 1,437			122	100	87	29	11	7		- 4	8	rach.	9.1	30,20	25,500	1	١
	1	100,40	LANDS	0 1/031	1,111	200	1,000			1.		_		-	-	-		ala ba	taben	01	

Note .- The figures for 1903 are partly estimated, and those for subsequent years can only

ROLLING STOCK. No. 5.—Comparison of the Toyal Number, and of the Number 1921 Melt of Open Ballway,

	Yes	u,		Locom	tivos.		need for the cycaxon spore only,†	Other Valida Passengu	Tratas
					ENGLAND	AND WALES			-
				Youl Number •	Number per Mile Open.	Total Number.	Nember per Milo Open.	Total Number	Number 1911
1899				17,530	1:16	29,013	2:30		Oyea,
1100				18,149	120	40,394	2486	14,565	190
1901				15,033	1.93	41,674	272	15,729	1:03
1903				18,917	1183	12,130	276	10,729	1:05
1994				19,153	158	42,583	9.77	16,928	1-06
1905				19,194	1:23	13,455	276	10,997	1 45
1906				16,971	191	41,44	970	16,066	1.04
1907				18,032	150	41,014	279	16,659	198
190x				19,154	1:30	44,738	244	16,193	1102
1000				19,319	1:21	44,880	281	16,235	1:00
			_		SCOT	AND			-
1899				2.941	54 T				
1900				2.305	47	5,279	1.51	2,184	162
1966				2,379	107	5,500	1.56	3,992	163
1902					40	5,06N	1:54	3,316	-68
1993					65	5,640	1:55	3,856	-05
1904				2,394	-64	5,693	1:54	2,990	18
1995				2,360	-63	5,795	1:50	2,338	155
2205				2,455	164	5.813	1:51	2,441	-54
1967				2,475	166	5,965	156	2,473 2,511	164
1966				8,473	164	5,936	1:66	9,007	105
	-		-		- 1				
1999	-	-	-		HOSE	AND.			
1900				809	25	Liga	-50	1.140	-98
1901				899	251	1,690	159	1.124	93
1902				101	186	1,647	-01	1.161	16
1968				530	-36	1,960	163	1.173	190
1904				844	-26	1,971	-60	1,383	- 26
1965				806	105	1,960	403	1,190	- 25
1905				898	*36	2,006	-61	1,202	16
1007				893	26	2,019	-60	1,318	-96
1908				899	20	2,076	-63	1,383	- 96
					20	2,663	49	1,208	- 28
		_	-		UNITED KI	NGDOM.			
1899				20,550	95		1		
1900				27,334	90	47,676	2:13	18,270	94
1901				21,828	29	49,094	2-18	18,005	45
1900				23,130	190	49,954	2-93	19,146	-97
1900				99,585	100	91,495	9:55	19,427	-66
2934				59,463	-10	90,794	245	19,790	16
1905				22,346	98	53,182		19,815	98
1966				21,207	-97	52,846	994	10,797	90
1907			-	98,514	97	42,773		19,720	40
1903			- 1	92,6%	98	22,984	9:9x	10,006	18

Note, -The standard in the above table poles only to the carriages, reagrees, * Including electric locomotions. military companies.

I Inchesing null restor carriagos.

laggers of all kins Conveyages of it inerals, or ticramal		Any other Core used on the included in the pa		Total of Vehic Locus	Yest.	
		ENGLAN	D AND WALES			
Total Namisor.	Number per Milo Open.	Total Number.	Nursian per Mile Open	Tetal Number,	Number per Mile Open.	
513,154	39:11	15.825	1102	688,477	58-22	1699
520,789	34-88	16,400	146	600,841	59-63	195)
836,754	15-97	16,460	1107	610,508	30-59	1500
549,773	35:34	17,941	1:12	618,254	40 26	1903
545,285	35-17	17,281	141	631,543	40 10	1903
549,454	35:16	17,790	1-14	026,657	40 10	1994
653,724	35-14	17,789	1.18	620,050	40.05	1905
556,578	35:43	17,489	1:19	634,140	40 85	1906
500,165	\$5.50	18,110	1184	648,266	40.78	1907
579,460	\$5.78	18,457	1-86	693,071	49.26	1908
		80	OTLAND.			
145,664	41.96	1,450	*48	154,568	44-42	1899
148,108	42 30	1,463	-12	157,216	45-11	1900
147,487	41.41	1,492	-63	156,738	44:00	1900
149,330	41198	1,525	-43	156,679	44/39	1906
153,220	41:83	1,606	145	168,908	44.46	1900
151,214	41 128	1,007	-48	165,021	43 99	1904
153,157	99-25	1,691	94	163,863	42 64	1905
105,714	49:44	1,773	145	165,522	43.00	1906
154,723	40-20	1,608	-47	166,003	49.87	1907
153,019	39-84	1,582	-47	163,354	48.61	190%
			RELAND.	-		
15.281	0.76	496	-16	21,771	950	1199
16,281	510	835	100	21,771	8:90	1992
18,00T	590	805	186	22,509	719	1994
19,066	591	887	195	28,094	7:16	1602
19,268	599	831	-85	98,975	7:19	1905
19,538	5-98	817	-36	23,575	7:15	1994
19,633	5-95	977	-29	23,600	T-19	1905
19,747	5-97	951	-28	23,607	7:11	1,906
20,190	5-66	947	-28	24,241	794	1907
20,223	6-00	995	188	36,440	7-97	1906
		UNIT	KD KINGDOM.			
494		17,871	10	798,816	14-97	1890
677,000 695,967	31-20	15,271	16	781,036	20/75	1990
792,836	21:53	18,718	145	789,843	89/77	1994
711,009	22-10	19,737	18	799,945	86-11	1902
711,090	32-10	19,760	-18	907,785	88-99	1923
717,684	31-99	29,364	10	813,153	\$5-93	1904
795,618	31.79	93,496	10	816,558	16-75	1966
731,639	31.96	20,315	10	823,400	15-98	1966
743,566	32:39	90,300	100	897,540	26-24	1905
			91	899,995	26:12	1906

NOTE.—The numbers in the above table refer only to the everlages, waggons, becauselves, etc., belonging to, or blood by, the collection extended.

No. 6.—Amount of Cartat of Essivay Companies in each division of the United Kingdom authorized and paid up on 31st December, in each of the years from 1899 to 1908.

Year.	STOCK AND S	HARR CAPITAL	LOADS AND DE	вективь бтоск.	TOTAL (CAPPERAL
	Authorisel.	Paid up	Authorises.	Rakel.	Anthorised.	Paid up and Balest.
		K	NGLAND AND W	ALIES.		
						_
		£		÷		
3499		090,997,342	304,796,749	200,723,265	1,971,417,937	\$50,739,807
1900 -		794,745,364	133,107,997	305,402,417	1,000,042,057	970,147,881
1001	794,864,560	710,274,837	338,256,800	970,371,945	1,111,394,360	\$90,645,740
1902		727,194,717	322,416,500	270,722,961	1,128,283,392	1,003,947,658
1903 -	835,433,008	738,307,985	225,537,390	979,218,785	1,140,550,298	1,697,696,779
1904 -		751,904,937	330,888,719	234,124,679	1,154,413,373	1,005,388,507
1905 -		700,681,927	333,770,467	987,373,406	1,164,645,374	1,048,054,005
1906 -		798,968,009	334,458,699	991,212,725	1,163,903,000	1,059,751,264
1907 -	151,057,161	771,961,273	\$36,563,290	294,009,174	1,183,040,467	1,065,550,627
1906 -	850,113,178	731,223,735	327,993,896	298,000,000	1,171,100,044	1,000,130,656
			SCOTLAND.			
1669	192,027,308	199.933.913	38,178,073	31,684,901	160.201.181	161,006,071
1900	123,307,777	132,990,631	19,081,105	33,122,055	162,735,602	166,968,796
1903		185,053,363	39,797,195	357030/065	161,996,124	168,663,477
1902	194,977,639	130,899,749	41,851,945	35,466,950	108,123,584	172,864,716
1908	155,055,002	136,417,388	43.043,945	26,240,000	105105.147	174,657,340
1904 -	197,994,455	148,998,973	42,597,612	31,958,423	100,472,067	179,386,760
1905 -	128,366,652	143,188,072	42,413,102	37,506,654	179,518,798	190,894,796
1905	198,887,718	145,078,203	42.455,169	37,607,140	17(0409,000	199,580,443
1907 -	120,820,963	141,227,184	43.288,162	38,100,530	174,128,130	183,095,794
1908 -	121,831,448	146,948,681	43,457,995	39,400,415	174,788,643	155,345,654
			IBELANIA.			
1/50	59,760,915		-			
1850 -		28,349,712 27,730,434	12,990,699	11,849,971	43,755,004	40,092,053
1900 -			12,403,322	12,000,009	45,515,090	29,765,673
1908		25,304,063 25,676,065	18,987,307	12,090,188	60,478,519	40,554,009
1908			16,449,988	11,900,840	45,645,710	40,277,808
1904		30,174,696 31,907,963	14,085,769	12,490,171	49,648,982	43,254,007
1904		31,316,524	14,640,709	19,071,066	50,140,292	43,771,962
1900		31,642,616	14,670,393	12,034,760	50,004,708	44,421,504
1907		\$1,487,954	16,617,723	19,778,888 18,987,467	50,930,505 56,031,665	44,565,551
1906		33,895,544	15,716,745	18/087,407	50,000,000 50,000,655	65,043,045
			UNITED KINGDO	M.		
1809 -		949,068,067	352,975,224	300,349,464	1.075,176,948	1,102,117,00
1900 -		865,458,329	395,541,334	810,543,641	1,800,074,079	1,176,000,880
1900 -		879,402,593	309,074,992	816,079,196	1,328,680,003	1,195,554,453
2992 -	902,340,913	890,770,504	377,717,738	\$94,090,997	1,340,335,646	1,216,850,481
2933 -		998,980,793	392,100,074	207,939,048	1,364,931,107	1,035,839,907
1904 -		994,649,463	397,702,093	393,654,188	L374,634,792	1,008,294,661
1906 -	999,117,970	995,066,126	390,552,896	337,534,812	1,382,971,568	1,572,600,005
1906 -		945,384,568	391,735,394	841,006,753	1,584,993,465	1,985,933,342
1907 -		944,000,511	225,949,193	345,996,151	1,394,990,688	1,294,005,803
1008 -	1,000,004,086	101,000,300	397,166,630	350,130,822	1,338,109,142	1,310,030,223

No. 7.—AMOUNT of CAPITAL of Radiway Companies in each division of the United Kingdom paid up or raised on 31st December, divided into Ordinary, Preferential, Guaranteed, Leans and Debeators Stock, and amount of Substructions to other Companies in such of the me 13th Companies in such of the control of the Companies in such of the Companies in such of the Companies of the Companies in such of the Companies of the Comp

Year.		Onlinery.	Preferential.	Guantieed.	Louis.	Debenture Stock.	Scharpelline to Other Comparies To soffit To Colum Com. Railway militor. Compagner
		,	E	NGLAND AND W	ALES.		
		£	£	6			
1399		353,661,590	243,309,010	24,626,442	19.293.004		
1900		369,977,138	200,637,663	94,809,407	10,790,455	249,934,251	84,608,548
1901		264,997,391	256,979,187	95,177,300	10,971,998	254,701,963	28,767,860
1908		270.222.009	960,945,995	95,717,468	10,719,919	269,700,000 265,000,002	36,563,841
1905	1	\$77,918,803	202,031,601	97,089,003	10,905,799	289,712,998	88,478,946
1994		865,619,450					49,190,406
1995		\$88,190,438	286,423,805	98,161,590	10,434,023	273,490,147	35,555,764 9,124,48
1906	- 1	392,996,925	274,184,983	91,506,122	10,997,992	270,965,508	35,755,934 8,945,84
1907	- 1	394,614,529	275,111,750	100,337,994	10,932,583	280,760,162	34,688,412 8,634,28
3906	- 1	397,009,471	235,950,090	100,498,534	10,470,999	984,196,155	35,210,788 8,606,075
IAN	-1	397,000,471	281,924,924	100,694,740	10,466,885	288,424,054	84,670,497 7,901,84
				SCOTLAND.			
							N
1899		70,603,600	46,141,788	13.076.198	368,563	81,995,995	2,223,045
1999		23,634,207	48,946,996	13,075,198	435,005	80,696,700	2,332,196
2200		74,561,484	47.415.003	13,978,118	547,504	\$9,062,558	2.825,792
1902		76,198,997	47,630,394	13,078,158	606,203	54,840,763	2,609,697
1903	-	77,494,693	47,946,467	18,079,199	1,001,865	86,818 187	2,574,678
1994		79,333,705	49,918,370	13,075,196			
1906		(4) 77,736,420	30,990,445	(a) \$5,400,196	1,875,680	35,592,903	860,812 2,720,97
1904		76,696,907	57,065,128	35,400,196	1,344,484	36,162,130	882,884 2,681,800
1907		76,988,000	51,697,998	15,401,198	1,306,170	38,298,570	880,586 2,808,359
1906	-	79,075,335	02,467,538	15,401,106	1,906,908	38,963,537 37,186,796	963,760 2,900,931 903,903 2,900,601
_	_						
	_			IRELAND.			
1899				1			
		16,668,021	8,483,310	3,157,801	380,378	11,481,866	658,630
1900	- 1	16,068,903	6,909,215	4,728,236	574,866	11,884,196	\$82,971
1900		15,590,233	8,533,900	6,009,909	974,893	11,816,295	701,896
1965	- 11	15,644,582	7,061,767	6,112,719	971,606	11,629,130	691,866
		14,095,033	9,931,090	8,198,816	290,662	12,189,220	019,083
2304		14,836,875	10,131,006	8,239,468	306,000	12,005,000	- 205,910
1906	-	15,018,781	10,188,624	6,009,159	265,963	12,928,797	- 1 780,990
1996		16,116,131	10,497,996	6,031,000	205,983	13,472,995	63,000 847,106
1907	- 1	15,485,855	9,947,396	6,047,401	268,360	12,921,065	303,500 873,004
2904		15,630,591	10,947,042	6,047,500	986,382	12,597,116	130,500 892,960
-	_			UNITED KINGD	ом.		
	_						
1999		440 203 543	297,994,033	130870401	11.507.078	201,003,070	37,590,994

1999 449,000,690

1901 454 320 107

1600 661,926,868

1993 470,006,514

477 300 rss

486,790,018

489,188,782

491,633,537

(*) 466,995,648

338,035,818 343,929,155 (6) An amount of £3,225,000, portiously included as ordinary capital, has been included as guaranteed capital in the returns for 1960 and sub-squared years. lse,

313,883,379 118,634,071 11,510,683

810,819,740

314,997,976

\$20,710,000

329,973,570

004,074,005 (a) 119,735,449

226,674,114

229,033,878 11,464,833 304,577,868 39,919,020 11.817.950 319,479,987 41,809,833 11.818.545 316,159,663 43,340,985 321,338,030 6,316,376 | 13,000,378 13.316.155 12.358.319 225,106,656 \$6,018,800 | 19,038,60 29,146,716 339,550,007 05,010,096 | 12,159,50 12,003,874 335,942,777 26,179,967 | 12,287,09 11,900,886 338,545,908 35,475,990 11,594,44

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114,593,450

135,996,300

115,954,005

117,477,190

191.790.460

121,944,913

126,433,148

38,789,590

NOMINAL ADDITIONS TO CAPITAL. No. 8.—Amourt of Capital due to nominal additions on the conversion, consolidation and division of the

Stools of the Editory Companies, included in the totals in the preceding table in each of the year from 1890 to 1008.

Year	Ordinary.	Preferential	Generated.	Lonn.	Debestere Stock.	Total.
		KE	GLAND AND W	ALES.		
	£	£	£	£	2	6
1993 .	50,938,624	35,831,451	13,630,914	5,942	40,306,616	241.645.84
1900 -	51,253,735	36,881,453	13,000,084	5,942	49,774,672	149,496,78
1900 -	\$1,720,222	\$7,127,899	12,020,984	5,948	40.261.042	149,737,60
1908 -	52,297,440	37,127,539	15,020,984	5,942	40,363,168	143,995,10
1908 -	59,755,938	97,127,973	14,197,297	5,942	40,364,845	166,151,40
1994 -	53,134,402	37,691,634	14,197,491	5.942	40.812.905	145,703,00
1905 -	43,559,235	37,593,298	34,197,481	5,943	40345.114	145,361,66
1996 .	54,005,930	37,643,396	14,197,491	6.942	40.945.417	145,735,96
1907	54,450,739	37,640,554	14,197,491	0.942	49,846,938	147,140,60
1906 -	54,737,636	37,643,221	14,197,491	5,943	99,846,943	147,643,11
	***************************************		SCOTLAND.			
1999 -	30,979,928	6,294,900	2,750,660	-	3,345,787	45,635,1
1900 -	31,613,646	6,294,909	2,722,630	-	3,345,797	68,976,01
1900 -	33,493,045	6,294,920	2,781,050	-	3,346,397	44,385,9
1900 -	34,119,009	6,294,930	2,723,650	-	3,315,797	45,825,9
1904	33,657,790	6,294,999	2,721,699	_	8,315,797	66,531,9
1906	35,416,348	6,234,939	2,721,650	-	8,315,397	47,100,1
1906	35,946,906		2,721,650	100	3,315,797	47,748,7
1907 -	30,166,735	6,294,930	2,783,650	-	8,315,797	48,583,9
1906	33,391,566	6,294,220	2,721,690 2,721,690		8,316,587	43,781,0 43,700,0
	34,344,440	6,044,000	2,750,690	_	3,314,787	43,700,0
			BELAND.			
1809 .						
	-	£33,702	141,854	-	200,276	434,5
1900 -	1 =	133,702	141,854		190,999	200,0
1900	-	61,885	141,854	_	129,347	530,9
1908	23,990	61,885	141,956	_	120,887	\$30,5
2904	30,560	13,805	141,854		163,150	\$53,1
1906 -	30,960	13,293	141,854	_	163,417	\$51,6 \$51.6
1200	80,900	13,268	141,854	-	163,617	201,4 207,6
1107 -	*489.510	6,330	141,854	-	122,987	9077,F
1908	*233,620	6,927	\$41,854 \$41,854	=	997,555	925,5
				i		
			UNITED KINGD	OM		
1899 .	83,501,640	43,519,133	16,454,488	5,949	41,763,963	194,765,7
1900 -	80,627,802	43,310,133	16,496,488	5,942	44.940,759	194,963,7
1960 -	88,743,597	43,464,255	16 494,483	4.942	43,728,097	187,468,8
1902 -	85,700,485	43,484,376	10,411,418	5,942	41,704,219	189,383,5
1903 -	85,006,805	48,456,090	17,000,761	5,942	41,743,292	193,254,0
1964 -	88,235,174	48,960,757	17,000,095	5,342	44,909,109	193,403,9
1905 -	89,901,563	43,945,421	17,993,965	5.942	44,324,318	194,344,5
1900 -	39,985,725	43,941,598	17,990,966	5,942	44,291,461	195,365,6
1907 -	93,199,654	48,941,683	17,000,505	6,942	44,393,500	226,577,5
						196,596
1908 :	90,990,161	43,941,676	17,040,005	5,943	44,393,995	

All Channe	Loans and Debusture Stock.	Debestere Stock	Louns.	Preferential And Gracustood,	Guarantood.	Preferential.	Osdinsey.	Year.
			WALES.	HAND AND	ENG			
	2-63	3-4)	4:11	2:10	410	340	448	1929
3 73 3 50	343	3.60	4:21	5-48	4.67	3-96	3:07	7200
3°35	345	3:39	4:22	3:45	4 06	2.53	3.19	1991
2.43	340	3-30	423	5-61	4-04	8:11	3-51	2998
3-68	342	3:39	4:23	3-00	4:00	8:53	3:50	1993
3-60	2-20	3:28	3:62	3-51	4.00	3:34	3-66	1904
3.47	2:59	198	3-62	\$-92	3:50	3-35	3199	2995
3.00	1 39	1/23	8 40	3:54	3-23	3-37	340	996
8-61	2.00	3 139	3-61	2-54	4100	3:37	3:53	1905
8 13	340	331	3-61	\$-50	3-99	3-32	3-24	1900
				SCOTLAND				
2:29	3-67	3197	3:14	4:90	4:90	4100	2:05	1599
8-08	2-06	3.67	3:11	4190	4190	4100	2:00	1309
3-11	2-55	8-67	8-13	4:00	4193	4190	2:19	1931
8-23	2-55	2 18	2-72	4:00	4-00	4100	2:24	1902
2-22	2:55	\$-16	\$-39	4.00	4-90	6100	2:22	1903
8-11	3.55	2-55	3-36	3-99	4190	3 99	2-21	1904
3-12	816	\$-57	5:33	5-99	4100	3 98	2:17	1905
2-65	3-66	3:87	3-40	3-99	4100	3.98	1:96	1906
216	3-55	\$160	3-45	3 99	6100	3.98	1:73	1997
210	8-96	8-87	3147	3 99	4100	3 98	1:59	1998

							3.55	8-11
1905	2:17	3.98	4100	5-99	5:33	5-57	8:00	3-12
1906	1:96	3.98	4 00	3-99	3:40	2:57	3-66	346
1997	1:73	3.98	6 90	399	3-41	\$150	3-55	216
1998	1-59	3 98	4100	3 99	3147	5-87	8-06	25
navet re				IRELAND				
1199	4:37	3-31	4:10	400	4:19	198	290	4:15
1300	4:44	3155	4:50	2.81	4:19	4 93	6-08	4:13
1983	\$-79	3:56	3:90	5:72	4:35	3 99	5-99	2:93
1903	4100	3-60	2-92	8-75	4.98	3-93	2-93	2-93
1993	4:04	3:13	3:10	5:44	4-97	3:90	2:31	5:25
1904	3-64	3:14	3-55	2:45	4-97	3:90	3.90	872
1905	\$48	3177	4:12	248	4-97	179	310	374
1906	4-06	3-97	4:00	2-12	4-97	3-77	9:13	2:75
1907	4:14	3:22	4:06	2:00	4:03	3:78	377	2.64
1886	3.97	3:34	4:06	8-64	4:98	3-30	3-31	376
							9 01	- 0.10
				UNITED KIN	GDOM.			
1006	3.61	861	4-09	3 67	6:16	3166	247	8-67
1900	3:34							

								374
1900	4-06	3:07	4:00	2:43	4-97	3/77	9.12	2:75
207	4114	3:32	4:05	2:60	4-08	3/35	377	2.64
ies	8-97	3:34	4.06	5-61	4/98	3:30	5-91	376
			1	INITED KIN	GDOM.			
106	3-81	361	6-09	347	6:16	3-94	247	8-67
900	3:34	3:58	4.07	347	417	3'44	247	2-45
900	3 05	\$ 95	4:04	3-53	4:17	3166	2.45	3:33
908	3:32	\$-42	4.03	2:58	4:17	3-63	2144	2 45-
900	\$100	845	4.00	3.08	4-18	3-40	2:45	2:44
64	3 56	8.43	3-19	3 58	340	342	3-62	5/49
Ke Ine	8:29	844	4:00	310	3-61	8-42	3.42	3.43
	3 35	8:40	4.00	3-60	3-61	242	249	3-60-
167	3.51	2-46	4:00	3-63	3:50	5-42	3 43	2-45
106	2.99	2-48	3 99	247	3:60	8-63	3-63	3-93
Ken ahora makaj	Table are le co the cepite	net of sectional a wor than they exchange of th	Aditions mule b otherwise was a necessal additi	the expital of fil be. The as- ions are as follo	f the compani rings rates of	m the rates of dividend or int	dividend or in crest for the U	terest gives sited Kings
NR	3-07	3-92	4-63	4:11	3-61	8-94	1-81	290

The near of interest on human and objectives stort used for the administrance are one severe whose no section in a collection of the first and Excision of a financiary of any grown has entirently performed by the support of the society of the Millhard (firth Sections). The support applicable to the "Millhard (firth Sections)," has been allocated to Iraland, and not to England and Wales.

14. The support of t

No. 10.—AMOUNT of OZDONARY, PREFIDENTIAL and GUARANTEED, and LOANS and DEBENTURE STORE of RAILWAY COMPANIES in each division of the United Kingdom, classed according to the rote per cent. of Evrident ped or Instruct payable in each year from 1945 to 1950. (Exchaire of New Companies the lines of which were in course of construction.)

ENGLAND and WALES.

Rate	per C	nat of	Divide payab	nd per la	d.,	\perp	1904.	1935.	1906.	1907.	1998.		
							CRDINARY STOCK.						
sm -							s0,694,903	£ 50,990,235	£ (a) 57,027,845	£ 80,940,156	2 85,187,100		
Set exec	eding	yer Co	nt.		,	-	19,078,990	1,746,639	6,866,879	6,222,002	15,927,00		
Exceedin	e 1 sz	i not es	снейа	x 2 >	ez C	den.	9,641,419	21,021,235	15,423,773	15,689,119	29,290,14		
	2						95,203,066	93,424,395	94,783,790	110,748,012	105,007,00		
,,	3			4			67,000,092	66,733,953	45,923,398	36,197,064	83,543,89		
	4			5			8,009,407	18,777,665	28,109,745	41,167,349	35,485,70		
-	8			8			130,234,533	67,178,391	67,797,696	61,690,747	195,999,60		
	6			7			2,627,440	44,982,694	74,943,095	74,940,479	1,138,56		
	7			8			137,600	1,030,008	1,004,499	1,943,463	644,00		
				,	,		796,000	225,000	225,000	-	500,00		
	,	·	÷	10	,,		900,172	-	835,410	225,000	-		

19,163,389 20,110,201 11,695,997 (7) 21,451,835 31,284,162 Not exceeding 1 per Cent. -500,600 185,000 2,535,700 732,818 506.00E 1,417,190 1,740,890 3.407.00 Exceeding 1 and not exceeding 2 per Cent. 1,488,189 1.551.193

123,017,738	113,589,997	111,865,109	112,633,155	111,914,551	- 1				**	2	
159,548,556	101,715,047	161,401,346	103,145,748	105,191,479	-1		4			8	
73,564,106	35,075,996	75,999,785	74,435,774	72,960,316			5			4	
3,473,615	3,409,075	3,409,075	3.469,075	2,460,075			6			5	-
-	2,000	2,000	2,000	2,000					er Orat.	6 pe	
	STOCK.	AND DESERVICES.	TOVAR V		1						
1,00,551	1,095,971	1,054,549	558,482	656,482							Ns.
266,000	200,000	777,766	1,954,555	1,254,555	.1			Death -	1 per C	xeeoling	Not e
4,858	4,006	1,086	1,000	1.666	at.	oer Ce				ding 1 w	
170,851,751	169,810,797	168,339,140	147,677,005	166,839,875						٠.	
22,855,836	19,801,896	76,090,034	73,999,171	71,906,346			ī			_	
42,534,550	49,465,592	49,206,517	43,234,222	49,394,837		- 1	i				
1,420,058	3,494,575	1,066,144	1,502,144	1,562,144			·		•		,
8,600	6,460	5,460	6,400	5,400					ez Cent	8 9	

Includes 1,086,6101, on which dividend accrued from let Jamusry, 190

xxxi CLASSIFICATION OF CAPITAL AND DIVIDEND. (No. 16.—Amount of Ordenary, Preferential and Guaranteer, and Loans and Defenture Stock of Railway

COMPANIES in each division of the UNITED KINGDON, eleased seconding to the rate per cent. of Dividend paid or Interest payable in each year from 1904 to 1908.—continues.

(Evolusive of New Correspins the lines of which were in course of construction.)

Ente	per cent er Ist	of Divide crest payab	nd yet	id,	1904.	1905.	1905.	1907.	1906.
						0	edinary Stock.		
Exceedi	eding 1 ng 1 and	net exceedi		er Cont.	4,453,474 13,911,586 20,991,971 20,008,349	£ 4,442,859 16,135,541 21,171,997 20,166,966	4,330,614 27,004,447 1,854,138 20,900,463	4,550,590 97,046,617 9,407,008 90,622,639	17,811,000 20,000,967 2,304,672 30,760,141
	3	:		:	9,351,519 350,660	(n) 7,076,494 250,000	850,000 6,906,074	6,711,736 220,000	1,537,000 526,000
	0		7		199,500	189,950 140,890	168,950 140,690	189,500 140,690	189,950 140,890
						Pantamenta	L AND GUARAN	TEND STOCKS.	
Ne -						-		-	-
Not exe	coding 1	par Cept.			2,860	290	970	270	250
Exceedi	ng 1 and	not exceed	lng 2 y	per Cent.	-	-	-	-	-
	2		3	"	8,000,219	8,433,776	8,433,776	8,433,775	8,483,175
	8	10	4		44,856,005	(a) 66,696,716	67,563,627 9,713,935	47,036,997 9,713,995	98,965,867 9,712,905
	4	**	6		9,713,925	9,713,995 754,999	714,909	354,989	754,909
**	5 S ser !		6	**	704,993	704,899	,14,908	200,000	/
•	.u pca						AND DESIGNATURE		

6 per cent. An amount of £2,205,000 personals included as ordinary capital, has been included as guaranteed capital in the coturn

Not exceeding 1 per Cont.

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15,631,834 15,626,650 16,121,159 16.119.009

20,094,071

5,000

15,676,774

99.888.606 31,485,987 21,594,248 21,727,636 399,003 390,033 390,633

390,003 350,033

(Exclusive of New Consenter the lines of which were in course of construction.) 1905

1994.

IRELAND.

Bate per Cent. of Dividend paid,

Not exceeding 1 per Cont. -Exceeding 1 and not exceeding 2 per Cent.

6 per Cent.

Not exceeding 1 per Cent. -Especify 2 and not exceeding 2 per Cent.

6 nor Cont.

						ı	GENERARY STOCK.						
K9 -							1,784,312	1,640,074	1,692,678	1,900,009	1,861,00		
	eding 1						25,000	86,634	96,634	-	-		
Control of	ica i g	not so	eeedi	24 2 P	ez Ce	n6.	27,490	27,490	27,480	52,480	80,410		
	2			3	*	П	2,854,640	2,090,936	2,495,021	148,974	3,648,23		
100	3			4			6,325,500	6,925,885	6,657,570	2,702,060	395,660		
	4	*		4	**		65,600	65,000	48,000	5,573,520	5,373,68		
	6	*		6	*		419,280	419,860	- 1	-	3,975,43		
	6			7	*		3,658,416	3,999,778	4,414,106	4,435,387	474.12		
	7			8	30		\$50,000	393,600	350,000	350,000	351,00		
	6			9	,		-	-	-	-	-		
	9			10	39		-	-	- !	-	-		
	10 per	Cent.					-	-	-	-	-		

1.145.650 1.195.630 225,430 305,990

840,500

4.066,040 4.191,098 4.400,500 4.407,031 4,443,305

8,634,769 1,674,298 948,009	9,043,050 3,560,296 244,000	244'000 3'210'300 8'100'130	9,091,171 1,516,296 48,600	 67'00 7'00'38 8'84'38
	Loans	and Debentor	STOCK.	
88,100	61,100	63,100	88,100	200
-	-	l -	-	-
79,981	78,961	78,961	38,961	-
1,609,109	1,747,838	1,950,597	1,991,402	1,504,254
9,814,147	9,823,197	9,991,416	9,997,607	10,134,729
1,410,658	1,410,639	1,335,792	1,041,977	1,043,277

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CLASSIFICATION OF CAPITAL AND DIVIDEND.

Nr. 10.—AMOUNT of ORDINARY, PRILIPRENTIAL and GUALINTHEO, and LOANS and DEBISTURE STOOK of Englway Companies in each division of the United Kingtom, cheesed according to the rate per cent. of Dividend poid or Interest payels in each Year from 1964 to 1966, "seekingtom."

(Exclusive of New Companies the lines of which were in course of construction.)

Rate per es	Cent. of Di- interest pay	ridand Pr rable,	násl,	1904.	1966.	1906.	1907.	1908.		
				ORDERARY STOCK.						
				£	£	e e	£	ı		
in .				56,749,648	56,691,662	(4) 63,643,837	65,548,065	74,995,480		
	1 per Cont			26,015,546	15,986,931	33,441,053	83,465,579	15,561,000		
coseding 1 s	nd not exce	oling 2 p	er Cost.	30,448,870	42,639,708	24,893,411	\$18,990,022	25,673,693		
. 2		3		128,175,655	126,699,933	128,179,213	141,516,885	143,974,740		
. 3		4		81,937,631	(4) 79,933,907	60,785,648	20,600,818	56,112,943		
. 4		8		8,917,497	14,095,665	88,404,745	46,799,862	93,110,228		
. 5		- 6		130,800,700	37,788,90L	57,977,606	51,870,607	111,105,028		
. 6		7		0,005,746	63,432,233	78,496,004	79,516,766	1,747,413		
× 7		8		457,600	1,339,998	1,554,490	2,293,483	104,000		
. 8		9		796,003	335,000	225,000	-	285,000		
, 9	-	10		860,572	-	835,410	225,000			

								PREPRESENTS.	L AND GUARAN	гии втоек.	
Nu.							(8) 99,209,344	22,429,612	20,528,681	20,441,981	39,417,547
Not exceed	ing 1 pe	r Cen	k e				509,400	185,299	2,585,679	733,033	935,519
Exceeding	l and no	4 axe	olin	g2p	or Co	că.	1,463,150	1,251,150	1,417,180	1,740,890	3,417,393
	2	30		3			235,047,023	120,018,018	134,700,004	121,120,793	133,894,909
	3	16		4			206,189,844	(e) 313,699,328	218,190,003	508,502,435	318,497,523
	4			5			84,196,007	83,737,965	16,490,946	80,500,617	85,144,797
	5			0			4,472,014	6,473,514	4,479,014	4.272.014	4,974,014
	per Co	nt.					2,000	2,000	2,000	2,000	-
								Loave	AND DESCRIPTION	Stoco.	
Nr							g29,760	895,282	1,122,443	1,100,371	1,685,671
Not exceed	ing 1 pe	Cea					1,054,005	1,354,555	777,766	200,000	200,000
Esceeding	and no	texe	edán,	22p	er Co	ıŁ.	83,647	80,647	80,647	83,647	4,000
	t			8			164,210,848	164.950.303	186.861,600	187,834,008	188,644,971
	3			4			101,709,649	104,045,635	107.650,700	111,828,811	116,037,120
	t			6			44,195,023	44,066,894	43,998,343	43,899,633	44.000,208

1.503.144 6 per Cont. 5,490 5,400 5,400 5,600 5,400 includes 1,555,5101 on which dividend accross from 1st January, 1907 263 and 1915

1,565,144 1,494,578 1,481,078

1,003,144

in a messes of 2004. (On the protective included in collinary capital, has been included as grammatord capital in the me in 1905 and on heavest years.)

No. 11.—Total Receives; Total Working Expenditure; and Net Receives of the Raineat Companies of Each Dynason of the United Kingdom, with Perceivage Proposedom of Expenditure to Receives and of Net Receives to Total State and Lose Capital, in each of the Years from 1899 to 1908.

Proportion Proportion of Not

Yeaz.	Beneigts from all Secrees.	Working Expanditure.	Not Bossipts.	Expenditure to Total Receipts.	Hecetpte to Patic-up Capitul.	Paid up Capital, exclusive of nonrical solutions.
		ENGLAND	AND WALES.			
	2	£	£.	Per cont.	Per cant.	Per sent.
199	86,798,066	53,922,103	\$4,765,903	60	1-66	4 30
909	89,592,001	55,882,810	\$3,500,691	63	3-45	4.05
906	90,760,770	18,348,605	32,354,164	64	3198	3-63
668	93,366,194	58,717,998	34,651,105	63	*345	4-93
908 200	94,556,347	59,314,689 59,993,308	35,497,147	63	*3-43	*3.99
904	96,997,455 96,990,766	69,797,817	36,173,388	63	*3.45	*400
905	100,288,529	65,123,063	37,365,776	63	*361	94:07
907	194,330,335	66,495,414	37,734,993	64	*8:56	*6-13
908	102,948,621	66,466,630	26,480,900	65	*3:58	*9:91
		800	TLAND.			
1899	11,266,715	6,047,070	6,119,159	54	3:23	4:00
		6,594,915	5,015,795	57	3-68	4:11
1960	19,090,686	6,732,928	5,917,763	56	3-14	4:25
900		6,677,710	5,396,027	65	3:13	426
908	12,214,761	6,758,074	5,476,797	55	3:14	4:25 4:25
1904		6,695,280	5,430,680	54 54	3·13 3·16	420
	12,491,636	8,790,459	5,711,107 5,632,761	56	3-04	4:33
	13,332,630	7,119,019	5,502,751	58	310	497
	12,689,948	7,874,430	5,414,818	67	293	396
		IR.	ELAND.			
109	3,722,944	3,121,506	1.591.336	97	3 97	4.00
	3,808,347	2,576,495	1,529,852	60	3 85	3/69
	3,834,349	2,407,995	1,427,144	68	3:55	5/67
1102	4,925,379	2,445,509	1,580,930	61	3-90	2:93 *2:75
1908	4,117,796	2,509,660	1,606,684	61	*3-73	*145
1904	4,129,948	2,556,934 9,596,877	1,583,014 1,581,901	62	*3 61	*2:66
1900	4,186,423	2,536,677	1,647,500	61	*373	19/73
1907	4,334,402	2,633,003	3,700,829	63	*3.02	*3:64
1906	4,255,458	2,664,741	1,490,717	63	*3·53	*3:55
		UNITE	D KINGDOM.			
1696	- 191,007,005	93,090,497	41,576,578	1 59	2-51	4:30
1900	104,801,838	64,748,520	49,058,338	62	3-61	400
1901	105,658,815	67,493,739	39,949,975	63	2:27	2-58
1908	- 109,409,720	67,841,218	41,638,522	62	3-48	4-95
1906	- 110,588,714	66,563,835	42,820,850	63	3-45	455
1904	111,888,979	69,172,532	42,060,741	60	3:59	466
1906 -	113,581,019	79,054,663	43,466,360	62	3-65	4:07
1906	117,997,981	72,761,854 76,993,194	44,930,723	62	847	409
1906	119,594,222	76,999,194	43,446,326	64	3-12	3:90
	110,004,227	70,497,901	43,446,526			anolicable:

In calculating these proportions, the estimated amount of the capital of the Midland Comp
"Midland (Irish Scriions)," has been allocated to Ireland, and not to England and Wales.

RECEIPTS FROM EACH CLASS OF TRAFFIC

NA 12.—ADDUNY of RECENTY of RACEWAY COMPANIES in code division of the United Kingdom in recipies from Plasserous Traipure; George Traipure; Straimours, Chraias, Harricurs and Docks; and fine MacCalandom sources in early loca from 1805 to 1806.

YEAR.		ng. Promper Trolle.		Goods Tetlio.	Yotal from Truffe,	Steambonts, Carals, Hasbones, seel Books.	MicroTheocen (Rente, York, Hotels, &c.)	TOTAL.	
						AND AND WALES.			
1809			\$7,220,740	0 44,100,000 30,112,028 5,206,200		84,705,006			
1900			38,639,679 45,339,003		10,573,641		5,425,280		
1200			30,004,339	84,834,006	144,503,695	3,823,761	2,972,514	#9,302,001 90,503,770	
1992			40,413,900	*46,315,630	86,719,411	3,220,660	8,023,019	93,369,104	
19/3			49,875,987	60,038,077	N7,523,644	3,993,863	5,312,640	94,500,147	
1904			41,263,012	46,881,611	88,845,258	8,900,479	8,338,723	81,207,405	
1905			41,564,989	47,790,542	80,346,731	4,146,713	0,497,401	91,090,706	
1999			43,414,543	10,568,560	12,000,000	4,990,672	3,995,905	100,208,529	
725			43,548,003	52,235,604	95,775,007	4,933,447	3,631,861	104,290,333	
1908	٠	-	41,289,703	50,234,824	94,314,816	4,745,507	3,090,818	192,940,021	
						SCOTLAND.			
1000			4,540,700	6,856,004	10,588,397	645	838	11,265,215	
1000			4,716,692	0,431,403	11,147,885	400	793	13,603,010	
871			5,013,833	0,333,796	11,780,609	171,855	439,593	12/000,000	
363			4,880,704	9,975,067	11,486,773	360,791 -	436,065	10,074,597	
303			4,965,817	6,607,365	11,973,910	182,030	459,50	12,214,781	
100			4,894,035	6,454,917	11,635,379	178,730	483,758	19,005,800	
000			5,014,482	6,913,295	11,817,718	177,308	490,543	12,410,896	
905			5,668,922	6,017,353	19,000,176	193,185	534,320	12,702,670	
900			G,371,118	7,011,478	14,900,601	20,00	571,472	19,983,796	
800			5,810,998	4,715,135	11,910,000	197,319	673,195	12,010,946	
						IRELAND.			
1803			1,068,333	1,474,109	3,640,375	1 72	469	3.712.844	
200			2,034,717	1,994,999	3,733,426	78	739	2,800,347	
800			2,097,9773	1,994,897	3,716,110	14,921	117,778	3,834,540	
202			2,098,000	1,787,902	5,885,942	15,407	134,920	4,005 177	
900			2,127,334	1,843,013	3,972,337	14,680	133,419	4,117,785	
904			2,143,080	1,833,464	3,007,044	18,324	130,580	4,120,945	
905			2,149,679	1,890,701	3,937,440	11,606	120,412	4,108,678	
000			2,179,512	1,803,364	4,047,616	11,900	150,000	4,166,680	
700		-	2,743,256	1,945,984	4,150,556	11,468	199,638	4,004,000	
906	٠	٠	2,171,928	1,048,588	6,115,823	11,799	125,943	4,355,458	
					UNE	EED KINGDOM			
820			43,734,360	58,116,604	95,851,396	5,82		100,607,006	
900		-	45,333,168	53,470,564	98,884,568	0,94		164,860,856	
900 900		-	46,020,805	58,965,509	99,395,414	3,534,137	7,649,964	108,558,815	
900 903			47,202,606	54,966,550	102,003,164	3,9:1,960	3,483,697	199,469,720	
93 96			47,993,518	16,110,678	100,079,101	4,006,093	3,855,600	110,898,714	
96 96			48,397,617	55,400,052	100,787,009	4,097,548	3,948,041	111,888,279	
900			46,720,120	68,411,590	165,131,700	4,335,092	4,063,618	113,551,019	
WC WC			46,882,776	88,994,917	109,976,993	4,784,783	4,164,155	117,827,981	
900 900		٠	00,973,343	61,932,831	- 112,178,174	5,007,538	4,598,171	121,545,963	
-	<u> </u>	-	61,664,690	53,883,947	110,522,103	4,864,035	4,395,909	119,594,327	

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PASSENGER TRAFFIC-DETAILS.

No. 13.—Comparison of Receipts (L) from Painlenger Traffic and (LL) from Goods Traffic.

L-From Passenger Traffic in each of the Years from 1899 to 1908.

			Receipts from Prosenger Traffic.											
				Beeck	pto from Passon,	gter.		Excus						
Year.		Int. Class.		ded Clara.	Sol Class and Perlia- mentary.	Hobbers of Sursen or Periodical Tiebats	TOTAL.	Leggues, Parcels, Carriagus, Horson, Dogs, and Malia	Toral					
	_	-	40		NGLAND AN	D WALES.			-					
-		-7												
			2	£	£	£ 9,915,785	31,549,776	£	a					
L809 -			2,845,325	2,563,992	23,217,354		33,667,817	5,684,964	37,335,740					
400 -			2,883,046	2,742,886	24,015,086	3,027,075	33,432,007	6,156,192	38,633,679					
. 200			2,924,597	3,653,500	24,733,126	3,372,681	34,047,823	6,396,778	30,606,799					
902 -		-	2,989,006	3,013,301	24,733,126	3,403,680	34,333,750	0,390,118	40,433,984					
	*	•	2,947,008	8,099,430 8,005,440	25,007,900	3,537,196	34,423,746	0,590,417 0,541,896						
1994 -		ш				3,641,193	34,159,400		41,968,613					
1905 -			2,866,415	2,816,223	23,244,034			6,066,569	41,564,983					
1904 -		-	2,869,775	2,690,588	95,185,645	3,797,997	35,465,735	7,166,907	62,634,648					
1905 -	:	:	2,790,684	2,587,382	28,926,289 27,078,797	8,500,674 4,600,606	35,921,923	1,885,766 7,608,660	43,549,F08 44,289,510					
	-	-			SCOTI	ND.								
	_	-							-					
1999 .		.	360,931	-	8,894,700	347,539	3,791,600	103,798	4,540,693					
1900 -			365,110	_	3,696,917	354,938	3,825,500	591,033	4,715,593					
1991 -			451,987		3,599,817	361,795	4,063,890	929,934	5,013,682					
1992 -			460,955	-	8,157,591	303,174	3,661(160)	550,684	4,890,704					
1903 -			410,193		3,506,442	174,814	3,969,429	171,295	4,965,017					
1904 -			610,544	_	3,191,014	373,728	3,070,000	1,064,816	4,990,405					
1905 -			411,897	_	3,905,513	554,739	4.001.707	1,002,605	5,014,408					
1906 -			409,514	-	3,940,118	466,337	4,092,929	1,015,663	5,000,000					
1997 -			283,459	-	3,315,939	416,318	4,130,716	1,047,403	5,173,116					
1908 -			\$83,103	-	8,316,694	415,060	4,123,116	1,090,470	5,500,666					
	_	_	the same of		TRELA	ND.								
		-					,harane							
1009 -			194,856	245,787	1,027,998	67,460	1,817,396	630,870	1,068,999					
1900 -			164,833	843,918	1,112,597	68,567	1,001,839	443,898	9,034,777					
1901 -			165,979	234,588	1,665,913	70,407	1,650,687	447,695	2,067,273					
1902 -			167,996	949,137	1,163,572	71,877	1,645,582	422,418	2,098,000					
1933 -			171,119	249,583	1,170,725	75,965	1,650,831	467,503	9,127,336					
3994 -			163,168	243,710	1,182,569	71,923	1,608,391	455,180	2,143,563					
1995 -			158,798	997,994	1,178,674	81,360	1,699,753	463,896	2,160,670					
1900 -			108,407	292,976	1,999,349	83,556	1,091,335	463,664	2,179,112					
1907 -			167,387	993,932	1,856,590	102,0002	1,750,061	456,230	2,943,295					
1904 -			154,508	206,083	1,993,043	84,896	1,071,500	499,635	2,171,228					
					UNITED I	INGDOM.								
(830 -		٠.	3,370,488	2,899,979	00.003 400	0.000.004	A1 B11 B11	0.003.000	43,734,199					
1900 -	- 1		8,433,970	2,996,510	97,931,497 98,985,049	3,333,864	36,783,773	7,997,255	45,283,985					
1900 -	- 1	- 1	3,590,943	6,101,463	28,509,349	3,451,064	31,010,005	7,533,812	60,620,865					
1993	- 1	- 1	5,559,005	3,005,438	20,004,299	3,073,976	39,996,663	7,003,813	47,292,560					
1933 -	- :	- 1	5,329,500	3,331,765	29,004,299	3,713,732	30,632,735		47,568,510					
1994 -	:	- :	3,499,333	3,365,160	29,272,779	3,872,150	\$8,065,003	7,983,516 8,321,871	43,397,02					
1501 -	- 1		5,497,998	2,004,150 2,004,156	20,031,634	4,106,797	40,000,746	8,453,190	48,729,72					
1966 -	- 1	- :	3,498,814	2,921,444				8,677,794	44,883,771					
1605	- 0	- 1	0.302.730	2,923,444	81,519,000	4,900,907	41,204,562	8,873,336	59,975,545					
1998 -	- 1	- 1	3,271,263	3,715,389	22,120,009		42,102,097	0.048,674	51,004,486					
		•	19471,203	6,710,389	12,120,1094	4,518,355	42,615,612	0,348,404	04,000,000					

GOODS TRAFFIC-DETAILS.

No. 18.—Comparison of Receipts (L) from Passenger Traffic and (IL) from Goods TRAFFIO-continued.

II.—From Goods Traffic, and Proportion of Receipts from Passences and Goods Traffic,

Yns			Receipts from	Goods Tiniffs.		Toras from Passanger	Proportion from Pass Goods	of Receipts enger and Traffs.
1100		Minusis.	General Merchanilies.	Live Stock.	Torat Goods Traffic	Goods Traffe.	Passanger.	Goeds.
	Ξ			ENGLAND	AND WALES	3.		
			£	a	£	£	Per eent.	Per coni
1000 -		18,648,240	24,645,645	892,716	61,186,881	81,419,021	46	54
1900		19,228,606	94,016,607	1935,3523	46,339,902	85,973,641	46	54
1921 -		18,972,251	25,079,106	849,740	44,894,936	84,503,605	47	55
903 -	-	20,002,004	96,306,630	907,666	46,303,530	86,719,433	47	53
1963 -	-	21,890,375¢	23,845,1461	922,766	46,438,277	87,533,644	47	83
1994 -		22,170,377‡	82/84//812	890,917	44,802,641	88,155,228	47	28
L905 -		29,758,2961	34,185,388;	907,866	47,741,542	89,363,100	47	13
(900 -		93,946,541‡	34,764,741‡	857,913	49,508,560	90,900,002	46	54
1907 -		95,783,877‡	95,367,710‡	924,438	68,938,604	96,775,007	45	55
1993 -		24,695,47%	21,616,818;	913,628	16,234,634	94,534,916	47	53
\equiv				SCO:	PLAND.			
1500 -		2,865,003	5,009,885	233,536	0.238.604	10.798.397	49	58
1200 -		3,148,681	8,009,637	339,935	6,411,600	11,147,985	49	158
909 -		3,049,998	2,096,657	230,947	6,873,796	11,389,629	44	56
. 208		3,171,285	3,167,598	995,379	6,975,007	13,435,271	48	57
1905 -		1997,5981	3,165,1481	201,713	6,697,398	11,573,500	43	57
1004 -		3,944,7071	3,175,1711	277,000	6,654,947	11,633,578	45	57
1905 -	1	2,980,7151	3,573,011	237,960	0,810,393	11,817,738	42	58
1200 -		8,308,0721	8,817,500‡	314,715	0,507,338	19,686,175	43	58
1907 -		3,410,6225	3,339,0815	931,090	7,031,473	12,319,591	43	58
1908 -		3,233,5741	3,281,934	987,783	6,715,185	11,018,901	44	56
	_			IRE	LAND.			
- 900	.	200,634	1,175,400	100,065	1,075,109	8,648,375	54	46
1990 -		123,210	1,191,014	207,165	1,006,909	8,783,696	54	60
1991 -		205,697	1,213,623	233,007	1,494,837	3,702,110	54	66
1909 -		210,600	1.937.997	\$50,805	1,787,963	3,563,962	54	65
1903 -		847,1153	1,970,0473	317,901	1,841,993	3,572,397	54	- 65
1904 -		216,7077	1,990,477.5	993,220	1,853,494	8,997,014	54	- 65
1995 -		205,604;	1,988,9987	282,840	1,934,761	3,007,640	54.	46
1900 -		255,811‡	1,200,1463	300,000	1,168,364	4,017,616	54	45
1997 -		264,5512	1,368,4600	322,154	1,945,964	4,103,550	54	40
1968 -		366,0671	1,807,841;	323,700	1,045,888	4,119,816	53	47
	_			UNITED	KINGDOM.			
3889 -		21,654,477	24,461,230	1,433,397	59,114,994	95,882,360	46	54
1900 -		22,679,694	20,105,108	1,434,763	53,473,504	98,884,002	46	54
2966 -		22,237,150	29,383,116	1,200,000	18,945,569	99,595,434	47	53
2308 -		23,483,969	20,760,070	1,453,620	54,688,609	102,061,164	46	54
2909 -	•	25,851,032‡	\$8,980,9817	1,479,870	55,110,073	108,079,161	47	53
2004 -		25,071,851\$	28,334,895?	1,413,996	55,400,032	103,787,009	46	54
1966 -		26,273,0140	28,749,011\$	1,388,684	50,411,589	165,131,709		54 54
2006 -	•	27,000,0001	20,391,412‡	1,493,912	98,394,917	168,976,993	45	55
1900 -	•	20,414,870;	30,397,1391	1,600,693	41,976,851	113,178,174		
1906 -	-	28,196,432;	29,193,522‡	1,495,390	58,999,347	110,552,523	47	120

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PASSENGER-JOURNEYS AND TONNAGE

Year. 1st Class. 2nd Class.

No 14.—Comparison of Nurseries of Passencer-Journeys, Number of Season-Tickey Holders, and Tornage of Goore and Mexerials convoyed, in each of the Years from 1890 to 1808.

TOTAL.

PASSENGEES.

		Di Cam.	2M CHAC	Pulla- mentary.	1.11	Periodical Tirkets ?	i	
-				ENGLANE	AND WALES	4.		
							Youe.	Toes.
590 -		27,495,363	64,511,284	857,461,500	020,681,776	1,205,044	245,861,147	160,300,410
900 -		27,445,090	65,177,076	809,821,713	902,425,760	1,610,754	234,103,000	102,005,843
900 -		27,363,693	65,225,961	1:21,1001,706	1,021,178,699	1,740,972	243.050.14N	109,000,730
902 -		25,310,541	69,557,604	942,994,874	1.041.903.839	2 309,733	247,903,022	193,485,931
993 .		25,140,222	70,253,380	945,743,334	1,047,148,955	± 929,497	291,834,566 5	83,663,738
904 -		97,768,760	67,561,402	957,669,040	1,600,380,003	1.034,734	295,472,002 5	83,522,419
905 -		29,449,794	43,559,392	975,005,140	1,064,416,592	1 002,760	303,388,549 5	85,187,704
105		26,525,140	39,184,597	1.025,455,988	1,003,395,204	1 093,255	704,500,750 (10,498,960
107 -		26,655,115	33,438,997	1,599,546,397	1.110.613.719	1 600,657	340,003,130 g	90,725,133
008 -		24,769,344	11,035,705	1,083,753,430	1,139,577,140	1 616,657	355,931,309 5	86,401,485
	- 1	24,100,000	an-contain	1,000,100,100	1,000,071,000	3 444,007	460,601,009 1	00,401,480
				80	OTLAND.			
100	· .	4.950,100	_	114,760,473	119,000,583	165,002	46,233,940	12.726.643
999 -		5,375,614	_	110,883,415	120,000,102	103,313	47,979,797	19,973,774
900 .		5,990,683	_	118,497,600	124,963,716	103,810	47,400,397	19,984,684
908 -		5,213,934	_	113,506,028	118,747,993	1 79,690	99,000,700	13,447,630
903 -		5,460,143	-	114,034,734	111,494,847	1.78,634	50,970,334 0	19,405,785
904 -		3,010,176		111,714,948	117,404,224	2 79,100	98,150,459 4	19,503,679
900 -		5,536,932	me	110,003,960	115,580,115	2 82,941	63,845,739 5	13,129,613
96 -		8,347,494	-	112,364,624	117,728,118	1 89,654	06,173,259 6	13,455,854
907 -		5,316,842	-	113,838,478	119,155,311	2 94,456	51,504,321 (13,565,483
908 -		4,700,077	-	104,734,301	100,480,558	\$ 94,370	58,143,573 g	12,811,330
	-			п	TELAND.			
1800 -		1,540,900	3,973,827	20,588,815	97,414,633	35.829	1.00.113	8,447,626
1900 -		1,496,145	3,927,533	23,216,117	27,649,815	31,946	1,513,476	3,097,634
901		1,488,800	3,687,805	21,840,138	36,853,322	34,356	1,075,099	3,511,005
903		1,420,102	3,654,505	93,102,901	23,210,468	2 12,138	1,070,099	3,644,633
2005		1,402,002	3,738,907	23,426,004	21,628,083	2 9,914		
904 -		1,471,767	1,733,735	28,775,184	24,979,925	I 10,000	1,973,096 8	3,688,643
1905 -		1,465,730	1,002,569	93,075,000	29,935,975	1 10,000	1,927,184 4	3,755,551
1905 -		1,434,514	3,440,450	34,341,740	29,285,719			
1997		1,411,008	3,981,396	25,/33,631	29,722,282	\$ 10,557	1,941,219 g	3,873,518
1900		1,572,160	3,894,990	24,454,998	20,749,989	\$ 10,553	2,031,715 (6,602,983
	_	1,403,000	4 634,200	-		\$ 10,755	2,640,660 (3,665,710
	-		,	UNITE	D KINGDOM.			
1800 .		54,495,693	98,487,071	1,095,996,238	1,100,000,000	1,637,760	256,631,110	117,011,895
1900 -		31,318,829	69,094,620	1,035,573,268	1,142,273,695	1,540,604	100,380,083	118,040,430
1994 -		54,603,141	68,854,700	1,008,918,000	1,172,293,900	1,519,126	256,020,644	117,992,797
1909 -		34,068,377	72,619,189	1,090,424,762	1,172,250,900	1,679,136	226,030,644	116,551,630
1903 -		33,669,077	73,990,966	1.066,005,162				100,007,832
994 -		34,930,433	71,204,317	1,000,540,650		\$ 418,006	343,099,4106	
1305		35.414.402	83,563,956	1,110,094,322		\$ 643,813	343,511,6168	100,335,999
306 -		35,699,167	49,565,020	1,103,181,003		\$ 068,040	\$38,075,899	163,663,154
907 -		22,383,995	35,607,600			\$ 093,495	283,937,9354	105,833,458
908 -				1,180,450,460	1,559,480,885	\$ 719,938	407,011,1175	106,396,600
			34,089,000	1,532,157,933				102 133 555

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TRAIN MILEAGE.

No. 15.—Comparison of Number of Miles Travelled by Passenger, Goods, and Mixed Trains in each of the Years from 1889 to 1998

		. Miles	Invelled.	
Year.	By Pavenger Trains.	By Gouls Trains.	By Mixed Tealns.	Total.
		KNGLAND AND W	ALES	
	175.054.503	100,907,027	410.429	230,063,769
	193,501,712	153,955,631	423,009	395,175,021
	185,852,435	144,930,704	433,112	332,856,431
	188,437,611	143,019,006	423,122	332,773,651
	193,400,094	183,900,967	433,007	827,684,018
	200,702,935	120,740,984	878,568	330,400,31
	203,961,905	1/29,050,625	392,508	333,864,733
	211,492,925	133,107,660	334,549	345,584,874
	230,193,644	138,096,903	398,679	558,000,055
	223,414,351	131,836,673	341,468	905,591,725
		SCOTLAND.		
	27,516,633	21,473,800		49,041,791
	27,029,968	21,983,313		48,018,281
1	27,399,606	\$3,165,900		48,545,660
	27.844.383	\$1,445,957		49,289,666
	97,854,478	20,485,205	_	48,339,676
	28,378,017	20,268,121	_	48,646,128
	55,142,479	201, 289, 222	_	49,331,144
	30,100,463	20,612,943	1,633	59,708,679
	30,230,021	21,945,333	4,697	51,130,831
	91,985,413	50,065,905	4/68	49,007,533
		12ELAND.		
	10,307,617	6,119,121	1,680,433	17,116,774
	10,484,007	5,494,700	1,579,090	17,998,799
	10,819,979	5,974,923	1,344,982	17,530,580
	10,994,993	5,348,430	1,501,012	17,731,560
: :	11,134,349	5,456,891	1,450,506	18,041,496 17,901,818
1. 1	11,267,990	5,20+,015	1,400,503	17,727,821
: :	11,285,997	5,011,999	1,430,596	18,291,691
	11,589,098 12,331,016	5,939,014	1,473,900 1,137,180	18,740,786
	12,047,983	6,316,401	1,150,006	18,540,892
		UNITED KINGE	ом.	
0	210,061,033	177,850,710	2,040,478	389,361,333 602,035,996
	220,016,097	180,648,724	1,000,788	306,900,682
	224,051,989	173,002,323	1,770,396	309,734,834
	928,994,987	109,716,423	1,883,963	394,945,339
	233,381,911	159,548,145		
::	241/231/020	165,996,000	1,783,654	397,097,763
: :	941,931,739 941,389,451	165,596,000	1,783,654	397,097,763 600,923,106
	241/231/020	165,996,000	1,783,654	397,097,763 600,923,166 414,385,944 488,379,925

WORKING EXPENDITURE-DETAILS.

No. 16.—Working Expresenture of Rail-way Companies in such direction

incidences of Way, Firsts, &s., consistent bytes a consistent of the consistent of t	7,679,100 14,090,400 4,000,400 15,000,744 10,000,748 11,000,748	ENGLA Estaso MANAGER	ND AND W	ALES.	
consulted Pyreset spains and Renewale of Carelague and Weggreen side Ripposes seasol Charges	1.000,000 4.20,400	EUTESIA MANUEL	.A		
coonselve Permet again and Renewale of Curdages and Weggers into Express annual Charges	1.000,000 4.20,400	8,075,518 36,644,618		, 1	7
igalia sol Ronawale of Carelague end Woggmen silo Reponent reseal Charges	\$20,488 15,000,764 5,000,108		9,208,017	E,Chapter	Discou.
restyl Charges	509,106	19,800,012	\$3,739,902 6,616,633 17,091,663	Morecon African STARCH STRUCK MORECON	4700,00 1770,00
		5,857,430 8,341,512	17,001,649 1,145,148 3,165,039	1004000	17,750,68 1,970,63
personance of treatment of the control of the contr	200,000	8,541,612	\$255,149	1,010,000 TIC 600	
perposention To Employees Too Percent Rejery to Percentum Too Employe to or Loss of Onesis against Excellentary Expenses	1 00,73	300011 304 40	possibly onth men	shed.	20',61
Tor Darrings to, or Loss of, Doncis gal and Excluding Superson		114,000 676,004	139301		30,300
	\$71,430 500,545	675,004 545,003	\$65,441 270,877		SICH
			11,373,665	1,494,013	\$10,00 \$10,00 \$70,00 1,80,71 \$0,48
	80,000	60,706		60,9%	6046
TOTAL, excitative of Shearshoot, Dock, Markour and Casad Expenditure .	48,829,076*	\$1,000,700	85,634,563*	57,654,855*	50,570,000
Seemberk, Early, Harbotz and Chard Expenditure	1,791,400	2,440,000	2,004,000	1,000,071	5,004,020
OSANI TONA	\$1,000,140°	10,323,815*	F9,545,000*	55,712,660*	25/14/00*
-			SCOTLAND.		
Saintrarace of Way, Works, do.		961,557	1,000,042	10830	12200
Joseph M. Tomer Legam and Engrands of Carriages and Waggons	1,011,141 1,011,141 660,000	5,160,194 560,413		XHEAT SHATS	LINESS SELEC
Septim and Experient of Carriages and Waggion			1,659,500		100.69
Prefix Expenses Septemble Concepts Ration and Thomas	250,000	200,624	294,044 294,049	291,000	1,011,09 101,47 201,08
Resemble to British Committee Commit	ELES	83,749	pendaly distinguis	250,000	30,00
Chargonic or homotome	27,979				11/16
Desperation To Employees Per Pressure Lighty to Pressure Per Estings to, or Loss of, dateds	20,200 26,745	85500 85500	18000 8619	20,602	25,68
legal and Parliamentary Engineer	45,004	120.734	1126600	20,316	25,68 11,78 11,78 10,78
TOTAL embalve of Steambool, Dock, Harbory and Christ Repositions .	6321.004	0.1%(00	6.096,090	6564530	1,95,65
Nesenbook, Book, Ehebour and Charl Expenditure	125200	115.7%	190/82	195,700	16.65
GRAND TOTAL	GMCATE	4.bel.ice	6775300	0.071.032	LIMES
-			DELAND.		
					6475
Maluteranco of Wee, Works, do.	677,043 577,043 107,044	405,004	E04371	100,496	N0.64
Contenting Tower Expanse and Renewals of Contents and Waggons Traffic Expenses	107,044	11676 60581	711,805 962,904 600,10	775,004 190,200	\$5,66 \$0,68
Bolowick Charges Balowick Lazas	\$10,179 \$10,155	10,70		800,705 230,745	1530
	111,000	1.9(96)	\$11,000	111,000	22,04
		Notice	entity distant	Cod. 5,005	50%
Comprised in To Employees . The Personal Enjoyr to Personal set . For Damage to, or Less of, 00000	2,107 7,794	11,717 2,13-12 0,012	\$1571 \$1571 6,000	6766	1,08 5,03
Legal and Profesionatory Exposes Miscolassors	1048 1043	6,C82 81,754	1,000		923 V 55
Micriscou.	Snuisso	1406	175,66F	92,615	104
Totals, sociative of Streethest, Book, Enthorrand Guard Repentiture .	9,361,966	\$164,013	2,367,096	5,435,405	1,46,70
Steambook, Doek, Earlows and Gazal Expenditure	20,544	70.10	16,600	BLC18	933
GRAND TITLE	2,255,000	1,554,435	5,617,194	2,647,000	1,69,00
•		UN	TED KINGI	DOM.	
Mildeleases of Way, Works, do.	8405.004	1,500,851	9,890,777	13,505,538	10/10/0
Leonantine Privage Zepates and Excessive of Carriagos and Wagegone		\$5,2940,19 5,177,0735	1927 KET 1 5,364,744	10,000,113 0,600,71 90,117,00 1,600,718 0,717,00	\$3,60m
Trelle Expenses	6,990,004 18,203,003			20,510,000	15/3000 2000/44
	\$165,006 \$184,000	2,699,809		EBC1798	
Constructions of Constitute	201,000		2,916,100	BELING	96034
To Employees	129,549	343.00	operatory distingu	244,165	10,00
Compensation To Epoplopees For Personn Indicate to Pressuration For Ensuings to, or Loss of, Stock		102,015	164,086 145,150 661,039 871,084	141,488 485,887	
Replied Following Zepason	#33,390 207,54E		511,044	204,590	
Experitorre sol eligrated	\$15,415 \$0,605	645,000	11,714,020	9373	8,00
TORAL emission of Stonebook Book, Borbour and Chest Expenditure .	F7,500,008*	60,711,000	64,600,00°	64,000,034*	BUILT.
Steambook, Dock, Washeur and Canel Expanditure	1,000,001	500.581	2,00,496	2,190,014	1,127,111
Gaso Sima	0700F013+	94761627	\$7,693787	917,04,53	RCMCIN

of the United Kingdom in each of the Years from 1899 to 1908.

290%	1006.	1901.	1907.	1908	
-	ENGL	ND AND W	ALES.		
A SANGER CONTROL OF THE PARTY O	AL SULTON STREET, STRE	6, 00, 007 14,000,007 4,000,107 16,000,006 16,000,006 4,000,700 100,700 shoot	0,465,000 30,000,000 6,775,000 30,000,000 7,179,070 4,280,000 14,436 134,000	£. 102,000 is,000 cos	Mathematica of Way, Works, the Licoteculity Potest, and Licoteculity Potest, Park Strain, and Maggoria. Strain and Maggoria. Strain and Maggoria. Strain and Assessment. Dates and Assessment Dates. Opening and Strain and Assessment Dates. Opening and Strain and Assessment Dates.
16(30° 10(7)11 10(30° 10(30° 10(30° 10(30°	\$40,000 \$68,000 1,690,662 84,905	166,698 L700,877 77,939	334,030 308,027 519,631 1,851,115 60,668	87,108 495,014 105,399 1,490,164 76,008	Open-maps Darge, School of School of School (Mars of School (Mars of School (Mars of School of S
RECAR*	17,321,604*	55,435,745*	64,410,1207	62,000,404*	Total, sudesto of Steomboat, Duck, Earlow and Qual Expenditure.
figner	3,400,600	3,447,835	4764,044	3,617,168	blesvikovi, Dork, Exchorr and Capal Expenditure.
100,000	60,747,887*	43,153,960*	60,816,124*	65,485,085	GRAND TOTAL
		SCOTLAND.			
UNION 123411	1,799,705 1,707,428 649,505 4,709,445 207,713 10,979 14,975 45,672 15,472 16,472 16,472 17,270 207,461	1,100,005 1,000,400 401,400 10,000,000 10,00	\$141,600 \$221,548 \$750,015 \$121,625 \$20,00 \$1,000 \$	1, V64,125 5, 111,615 605,864 2,01,813 804,664 802,664 802,664 92,000 11,615 11,622 11,622 11,622 11,623 20,630	Stabilization of Way, Works, do. Location for Every Stabilization of Contracts and Waggers England and Zenewah of Contracts and Waggers England Stabilization Contracts of
(RDH	4,013,460	6,643,663	1,103,047	7,016,794	TURAL, exclusive of Successions, Nucl. Hartows and Canal Repositions.
175,500	361,865	177,660	16(50)	961,795	Moundon, Pool, Barbor end Gezal Especiatora.
tio;ss	0,790,600	7,510,513	7,mg-cr	1,811,480	GLAND TOTAL
		IRELAND.			
MOUNT TO SEE SEE SEE SEE SEE SEE SEE SEE SEE SE	607,000 995,000 975,000 975,000 935,000 935,000 947,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000	100,705 200,715 200,000 200,00	SWIZED STANCY INCOME INCOME INCOME INCOME INCOME SWIZE	000,000 947,240 241,240 011,719 011,719 337,000 337,000 1,615 7,813 4,000 3,617 17,560	Mid-alconomy of Way, North, Ac- lancers and Souse and at Corridge and Wagness. The Processor. The Processor of Control of Control of Control Delication of Control of Control of Control States and Toron States and Toron States and Toron States and Toron States and Toron Control of Control of Control of Control States and Control of Control of Control States and Control of Control of Control of Control States and Control of Control of Control of Control
DOM:	81)(18		71()(00	75,008	Mindlewen.
HANG.	3,009,104	s,ris;tse	\$(821,540	1,648,190	Tetal, endesire of Francisci, Dock, Mebourand Carl Expenditure.
bright	2,815,677	18,000	51,465 5,653,468	2,000	Stambout, Dock, History and Casal Expenditure.
_		TED KINGE		-,00,11	
REALTHS NATION WATER WATER CASSING MAGES	BG,189,1300 18,420,007 6795,003 20,350,070 1,000,070 4,000,080 1005,080 1005,080	18,000,600 18,000,100 8,000,000 1,000,000	11,864,578 81,864,675 62,64,635 81,416,675	11,675,004 22,401,113 5,400,405 21,400,405 5,600,405 5,400,405	Malestonano of Way, Works, do. Location West. Location of Management of Christopes and Waggons, Tritle Engineers. Annual Christopes. Annual Thirty. Annual
TAJAN ALDO TENS INGS IVAS	177,148 113,086 113,086 102,080 102,080 1,013,180 64,612	197,000 297,437 297,437 201,438 2,110,465 71,465	4,800,000 96,000 97,296 256,040 114,700 141,000 810,000 8,900,041	200,444 97,056 50,000 311,000 671,600 671,600 2,500,510 70,000	Spinerytains or Stanting. Compensation Configurate, Compensation Compensation Compensation For Proceeds Industry to Personal Service For Proceeding Compensation For Compensation For Compensation For Compensation For Comp
ession.	95,400,000*	BURTER'	75,66,793*	75,016,214*	Total, collecte of Streetbook, Dock, Harbour and Const Repositions.
foto ser	\$,600,850	1394.331	ANADOL .	41000	Photostonia Forth, Harbour and Cunal Expenditure.
picture.	93,864,863*				GAMO TIMAS

I Directly earling has a change made in the mode of treating receipts from, and expositions on, bothin, the gram figures in each case being new given.

RECEIFTS UNDER VARIOUS HEADS PER MILE OPEN.

			Pa	wenger 3	ratte.				look Traff	is.	Top
Year.	les Class	Starl Classe.	ard Class ard Padis- merkery.	Sawon Tirket Bellers		Remos Laggapo, Passels, Carringes, Herses, Malla	A 100 OR DOL	Minerals	General Morehon- disc.	Total from Goods Traffig.*	Prince Prince RE- Goo

Year.	Ist Class	žasi Class	fri Cluss grel Fullis- mentary.		Torat.	Parcels, Carringes, Herses, Dags, and Malls.	Total from Presonger Traffe	Minerals.	General Morehou- dise.	Total from Goods Traffic.*	Printing and Goods Traffic
					KNGLA	ND AND	WALES.				
1899	£. 189	171	£ 1,043	£. 194	s,007	£.	2,475	C. 1,339	C. 1,638	£ 9,067	4,414
1999	190	161	1,681	198	2,151	968 448	9,544 9,587	1,384	1,641	2,085	5,826
1902	106	100	1,610	313	3,217	434	8,631	1,308	1,648	2,088	5,830 5,546

1899	189	171	1,043	194	9,007	576	2,475	1,357	1,638	9,002	4412
2900	190	161	1,681	190	2,111	363	2,544	1,384	1,644	2,085	5,820
1901	191	187	1,006	205	2,185	448	2,587	1,311	1,638	2,003	5.830
1902	196	100	1,619	318	3,917	434	3,631	1,308	1,648	3,015	5.500
1903	190	199	1,606	230	2,215	433	3,637	1,413	1,578	3,010	5.547
1994	188	168	1,001	233	2,301	438	3,641	3,410	1,596	3,000	5,512
1905	184	176	1,035	231	2,310	443	2,042	1,445	1,607	3,038	5,800
1996	180	176	3,047	239	2,255	402	2,004	1,510	1,000	3,196	5.814
1107	176	163	3,934	245	2,279	651	2,740	1,619	1,606	3,985	4,035
1909	171	157	1,723	250	2,301	467	2,786	1,544	1,729	2,139	5,697
					Si	OTLANT	k.				
1809	104	- 1	861	100	1,005	240	1,205	858	831	1,796	3,395
1900	110	- 1	986	100	1.003	965	1.558	994	87%	1.846	5 100

1904	171	157	1,723	250	2,301	467	2,784	3,544	1,729	2,139	5,697
					SI	OTLANI	h.				
1809	104	- 1	861	160	1,005	240	1,206	853	874	1,798	3,305
1900	110	- 1	886	102	1,003	255	1,353	904	878	1,846	\$106
1900	191	- 1	984	103	1,147	263	1,468	836	868	1,790	3,190
1902	113	-	882	ж	1,008	965	1,889	891	592	1,837	\$,500
1900	113	- 1	875	168	1/89	206	1,355	877	541	1,908	3,15
1994	111		859	100	1,071	271	1,243	1974	555	1,798	3,13
1905	108	- 1	943	101	1/333	206	1,318	1995	861	1,790	3,300
1906	105	-	346	104	1,055	2005	1,220	844	864	1,811	3,110
1907	104	- 1	861	108	3,073	572	1,345	885	873	1,897	3,175
1906	100	-	953	110	1,073	981	1,854	842	830	1,767	3,000
					- 1	RELAND					
1000	53	77	333	33	484	186	630	63	370	100	3,140

1809	104		861	160	1,005	240	1,205	853	82.1	1,798	3,365
1900	110	-	886	102	1,008	255	1,353	904	878	1,846	5,009
1900	191	-	984	166	1,147	263	1,466	836	868	1,790	3,195
1903	113	-	882	ж	1,038	965	1,869	891	592	1,837	3,300
1900	113	-	875	103	1//69	206	1,355	877	541	1,908	3,158
1904	111	-	859	100	1,071	271	1,243	1974	555	1,793	3,135
1905	108	-	943	101	1/333	266	1,318	1995	861	1,790	3,307
1906	105	-	346	104	1,055	585	1,720	844	864	1,811	3,131
1907	104	-	361	108	3,073	572	1,345	883	873	1,827	3,179
1908	100	-	953	110	1,073	981	1,854	842	830	1,747	3,000
				-		BELAND					
1000	53	77	333	30	484	186	636	63	370	100	3,145
1900	52	77	349	93	500	110	639	61	377	534	1,133
1901	52	74	306	93	493	340	635	64	373	236	2,154
1908	02	22	360	23	512	141	652	68	335	536	1,939
1903	53	74	356	123	933	143	651	76	391	534	1,955
1994	- 19	74	359	94	390	344	639	79	324	502	1,512
1995	45	78	356	94	500	346	645	77	380	583	1,118
1906	45	69	300	24	100	147	644	76	399	556	1,994
1907	50	66	390	25	201	345	903	79	604	\$78	3,96
1906	47	602	363	25	497	340	666	79	401	579	1,825
					UNIT	ED KING	DOM.				
1600	355	129	1,957	154	1,695	229	2,915	1.006	1,330	3,422	4,417
1966	387	187	1,291	158	1,743	533	2,005	1,046	1,334	2,447	4,533
1900	109	140	1,309	162	3,773	541	8,112	1,007	1,331	2,399	4,821
1902	161	140	1,911	168	3,790	350	3,139	1,000	1,341	2,463	4,677
1908	157	148	1,305	172	1,782	106	2,138	1,130	1,961	9,456	4,594
1906	102	164	1,233	178	1,770	268	3,138	1,134	1,951	2,443	4,586
1905	169	188	1,297	199	3,760	370	3,128	1,150	1,258	2,409	4,633
1905	149	197	1,926	185	1.787	376	2,163	1,397	1,974	2,532	4,536

4,754

1.311 2,663 4,654

1,988 2,553

1900	100	137	1,291	158	3,743	533	2,000	1,046
1900	109	140	1,309	162	3,771	541	2,112	1,007
1902	141	140	3,311	168	1,790	350	3,139	1,000
1908	157	148	1,335	172	1,782	356	2,138	1.130
1906	102	164	1,233	174	1,770	268	2,138	1,134
1905	162	188	1,297	199	1,763	370	3,128	1,150
1906	149	197	1,726	185	1.787	376	2,163	1,197
1507	145	198	1,364	191	1.838	384	2,206	1,973
1908	ы	1117	1,394	194	1,886	390	2,226	1,215
				reledin	v vacadata	for the sec	riago of Liv	- Stark

xliti RECEIPTS PER TRAIN MILE AND PER MILE OPEN.

No. 18.—Contraction of Toyat, Railway Receipts from Passenger Traffic and from Goods Traffic, for Train Mile and per Mile of Open Railway, of Railway Companies in each of the Years from 1890 to 1900.

			Per Tes	in Mile.			Per Open Mile	of Railway.	
YMAR		England stel Wales,	Section.	troisal.	United Kingdom.	England and Walter,	Sectland.	Iroland.	United Kingdom
				FROM P.	ASKENGER T	BAFFIC.			
								-	I
		A.	d.	d.	-6.	٤.	1.	E,	4.
1899 -		*50-02	*30-10	*43-17	*68-96	3,475	1,300	620	2,613
1909 -		*50-43	*41:67	*44-38	*49.08	2,544	1,363	639	2,678
900 -		*76-96	*43 95	*4271	*49-61	2,587	1,908	626	9,112
908 -		*50-99	*49 97	*43 97	*40:00	2,631	1,363	653	2,139
1908 -	-	*50-45	*49/70	*43'97	*40:21	2,637	1,355	651	2,158
904 -	٠	*49-19	*42:13	*48/79	*48 00	2,641	1,342	650	2,198
9.6	٠	*48-71	*41:30	143197	*47 58	2,042	1,318	646	2,132
906 -	٠	*48-19	*09'41	*43:97	*47 93	2,688	1,220	643	2,163
907 -		*47.53	*41-13	*12:43	*46-57	2,740	1,345	669	2,906
1906 -	1	*47-01	*43-08	141199	146196	2,708	1,354	646	2,226
	ľ			PROM	GOODS TE/	AFFIC.			
					-				
109 -		*70.23	102:54	*73:91	*78:59	2,967	1,796	525	9,448
1900 -		*70-91	*71-99	*74-10	*71-06	2,165	1,846	534	2,447
1994 -		*73%1	*72:38	*7244	*73:25	2,563	1,790	528	2,109
1990 -		*77188	*73-98	*76/77	*77.66	3,015	1,837	550	2,668
1903 -		*83:54	*77 43	*77:54	*8595	3,010	1,883	564	9,456
1904 -		*#6-30	*28-80	*81-90	*85-43	3,091	1,798	563	2,448
1905 -		*88-41	*80%8	*81-19	*87:39	9,095	1,799	501	2,466
1936 -	٠	*89-51	180-88	*10*94	*100-02	8,226	1,811	556	2,533
1997 -		100-102	*80-71	*84-18	*10-92	3,983	1,887	578	2,448
1906 -		*81-69	*100-50	194-99	10:57	8,139	1,747	579	2,133
	_		3/80	M PASSEN	GER AND G	OODS TRAF	FIC.		
			1			1			
1909 -		39:30	13-12	51-04	58-96	5,412	3,103	1,146	4,417
1900 -		39-95	55-65	53.49	59-00	5,929	5,199	1,153	4,583
1900 -		99-91	50-81	50-66	20 93	6,090	3,198	1,154	4,511
sce .		62-54	50-18	19.69	61:97	5,646	3,990	1,200	4,007
iica .		64-19	57:46	18.81	63:79	5,647	. \$,158	1,215	4,594
1904 .		68103	67-40	53 50	62.74	0,043	8,135	1,212	4,566
996 -		64:33	67-40	63.71	62:53	5,680	8,107	1,198	4,601

6370 * Exclusive of receipts on ratherors in cases where the traffic is conveyed by mixed trains

62:50

62:70

0.005 3,172 1,947 4,854

5.907 3,103 1,225 4,764

brary Digitisation Unit

23.40 02:72 5.814 3,131 1,904 4,095

61-66

67:33

1907 -64-13

1906 -60-79

xliv WORKING EXPENDITURE PER TRAIN MILE.

No. 19.—Comparison of Railway Working Expendence—(L) per Train Mile, and (IL) per Mile of Open Railway.

L.—Comparison of Working Expenditures (oxeducive of Secundent, Dock, Harbour, and Canal expenditure) by Balleny Companies per Train Mile, in each of the Years from 1899 to 1908.

	Malo-		Bepairs	ļ				6	unbererg	on.	Lagal		
YEAR.	Way, Weeks, Sec.	Loco- zzotivo Power.	Henovale of Carriages and Waggens,	Ex- person	Goncesă Charges	Rates and Taxes	most Duty.	Yo Ess- playees.	For Personal Injury to Pas- erages,	For Durange or Less of Goods,	Parita- mentary Ex- pensor,	Mirod- imeous.	Total
					ENGI	AND A	ND WA	LES.				-	-
	d.	ń.	d.	d.	d.	d.	d.	d.	ď.	4	d.	a	6
1860	5-79	10:28	3-66	11:07	1:49	843	*22	-07	'10	-25	-27	-25	35.75
500	5:70	11:70	8:17	11:99	1:50	248	183	10	-10	-94	-27	36	37.94
660	£-03	12-12	2-29	1342	146	2:16	-23	-90	109	'56	-20	1991	39 93
503	0:21	11:60	8153	12 67	1.58	2.75	-24	-00	133	183	-29	1:05	40 ls
1003	6-68	11.65	\$150	19.97	1:03	2.07	- 93	'10	199	-29	120	1:00	0.22
1005	6:47 6:37	11/07	5-51	12 95	1:65	3-22	24	.10	138	-26	-18	1:26	41:0
1906			8-95	1249	1.67	3 39	23	-111	108	105	-16	1:18	41:23
1905	6-M	11-02	2:53	12:73	148	8-28	-23	-11	-13	'94	-90	1:30	41:0
1908	6-34	12:41	241	12:74	147	2-95	-28	1.3	100	96	-19	1 84	6153
aue.	6/28	10-11	241	22.77	171	246	-21	-14	-66	27	15	1:24	42.00
						80071	AND.					-	-
1999	4-55	6-93	249	9106	1:16	1:30	-12	-00	10	24	-22	-65	29.00
1900	4-78	10.65	2:88	9 56	1:16	1164	-12	108	-18	-17	-23	105	11:55
1901 .	5-23	9-91	8:94	9.74	1:17	148	13	198	103	-19	- 29	1166	22:50
1902	5-38	9:33	\$-15	0.71	1:18	1:39	112	-97	12	198	13	1:53	31 98
1903	5:36	9:26	2:34	9:00	1:17	1149	-13	199	15	-17	18	1:36	2372
1994	5/30	8 93	2-10	9:00	1:18	1:63	12	-97	-09	-55	-25	161	22 12
1903	8-61	8.94	3:16	8-63	1:26	1:03	-12	-08	-09	-13	-15	196	22:21
1007	E-93	9:23	2-18	9.98	1-19	1 61	12	46	-33	-11	-18	141	22.85
1008	5-93	10-12	3·19 3·27	16-08	1.18	1:05	-11	-30	123	-18	-11	1:97	34%
1006	0-/1	10.98	5/27	10:20	1.84	177	-11	10	196	-14	-32	1 63	86:77
_						THEL	AND.	-			-		
1809	6-97	8:00	250	8-21	121	1-07	-	95	-n	10	44	-19	29-67
1990	4.98	9-03	2-22	8-38	176	1.72		-64	-18	199	-96	90	31:31
261	790	9:27	2:35	8:50	1/73	1:67	~	466	-18	-93	-90	-291	10:00
593	7:19	9-65	2:45	8:54	178	145	-	-97	100	-10	20	1-12	3966
505	1:28	10:03	2.18	840	177	170	-=	-05	-11	11	-34	1:00	3919
.004	8195	10:33	2:31	8:33	1:90	148	-	- 98	-11	-10	25	1197	34.69
1905	8:23	9:05	241	8-97	1:83	171	-	-97	-13	-11	90	1:10	35-50
906	792	9402	244	8:23	1:90	1:69	*	-98	-00	-99	24	196	32 26
1907	7:03	10/33	2-22	8:28	1:81	1.07	٠- ا	-11	-12	-11	-21	1:03	32-13
1998	745	16:22	2:23	8:53	1.78	1.78	٠	10	16	12	-23	190	34:24

1907	5-90	10-49	3:10	16-03	1.18	145	-11	-30	123	-18	-11	1:22	34%
800	5-71	10-48	3:27	10:10	194	177	-11	10	196	74	-12	1 63	867
				-		THEL	ND.	-			-	-	_
1909	6.97	8:00	251	8-21	123	1-07		195	-10	-10	48	-19	29.60
1200	448	0-02	2-22	8-38	176	1:72		-04	-18	199	29	-90	31:31
2200	790	9:77	9:05	8:50	173	1:67	-	105	-18	-03	-20	-291	100
1993	7:19	9-65	2:45	8:54	178	145	-	-97	100	-10	20	1:12	196
1905	7:28	10-03	2:18	8:40	177	120	-=	108	-11	11	-35	1:00	391
1004	8:00	10:23	2:31	8-33	1:90	168	-=	98	-11	-10	25	1:07	34.65
1905	8:23	9:05	2.61	8-97	183	171	-	-97	-18	411	165	110	33-55
1906	7.92	9-02	244	8:33	1:90	1:69	*	100	-00	-99	-24	194	32.5
1907	7:03	10/33	2-22	8:28	1:81	1.07		-11	-12	-11	-21	1.93	33-15
1806	748	16-92	2-23	843	178	179	٠	10	16	-12	-23	190	342
					U	NITED 1	INGDO	M.				-	_
1880	5-00	10.00	3 90	11-12	1166	9-27	30	107	-10	45	-18	-99	34.0
1900	0.03	11.48	3100	11:54	1107	2:24	21	-00	-11	-31	-23	-29	369
1901	5:97	11:75	3:23	11:95	1:0	248	-93	-00	123	-11	-96	1-061	38-7
1902	6:22	11:23	3-31	12:12	1:54	8-63	-21	99	98	-93	-19	1:09	3810
1900	6-41	11:28	5-41	12-49	1:58	245	123	191	10	-91	-25	1:13	39-12
	643	11:18	3:61	12:07	1:59	246	93	-10	105	-94	-28	199	35 %
		11/99	3-65	12:22	148	2:93	92	-10	100	123	99	1:21	387
1904 1906	E/33								-9.5		-19	1:23	36-9
1906 1996	190	11:94	\$102	12-19	1-65	287	-21	-11		122			
			\$152 \$150 \$150	12:19 12:33	1-03	279	20	11	125	34	-18	1-27	400

WORKING EXPENDITURE PER MILE OPE No. 19.—Compassion of Ballway Working Expenditure—(L) per Train Mile, and (IL) per Mile of Open Bailway—continues.

II.—Comparison of Working Expanditure (and mive of Steamboot, Dock, Harbour, and Canal expanditure) by Endury Companies per Mile of Open Matheny, in each of the Years from 1899 to 1908.

	Main		Hopahs-						angenot	on.	Legal		
un.	of Way, Warin, 80.	Locu- motive Power.	Renowals of Carriagos and Waggens.	Traffa. Ex- preses.	Guarni Charges.	Rates and Taxes	ment Duty.	To Em- playees.	For Personal Infury to Pas- scepon.	For Darrage or Loss of Goods.	Parita- paritary Ex- penses.	Mineel- laneous.	TOTAL.
_					ENGL	AND A	ND WA	LES.		-		-	
		4	4	- 6	6	2	£.	2	6	6	6	6.	6
190	130	943	1594	1,668	136	231	30	7	9	25	16	32	3,266
999	531	1,085	293	1,166	138	230	20	8	1/6	31	16	33	2,496
909	546	1,001	286	1,15%	140	353	21	9		33	18	901	3,621
992	566	1,047	305	1,144	143	548 962	22 22	3	7	99	18	95	3,636
900	573	1,426	\$10	1,142 1,141	165	318	21		8 7	23	18	102	3,630
904 905	563	1,026	210	1,140	148	963	91	30	1 7	99	17	106	3,645
905	563	1,654	200	1,155	150	283	21	26	12	22	13	109	5,744
960	696	1,100	339	1,307	197	915	20	13	8	95	18	114	3,050
908	692	1,180	355	1,182	156	974	90	25	6	25	14	116	5,904
-						SCOTI	AND.			-	-		
999	267	523	1.56	100	68	81	7		6	8	13	28	1.794
900	908	819	197	500	67	84	1 7		20	10	12	28	1,688
90t	599	563	178	553	00	84	7			11	11	821	1,954
900	997	335	181	507	GS	85	7	4	7		7	76	1,839
905	306	500	178	549	64	12	7		8	9		74	1,800
906	290	487	160	543	65	89	7	4		8	8	88	1,758
905	203	693	171	634	63	89	6	4	6	7 7	8 7	18	1,746
906	316	508 581	155	647	61	89	8	6	19	7	0	67	1,000
900	304	546	177	543	00	94	8		3	7	6	87	1,836
						IREL	AND.			-			-
220	197	182	-	184	30	36		1	,	2	8	4	660
910 910	167	91.1	10	199	40	30	1:	1	1	2		1 2	70
23]	164	203	61	191	32	18	l	1 1	3	2		591	74
200	168	223	56	196	41	38	I	2	3	8	6	26	75
303	167	231	50	116	41	89	*	9	3	9	8	95	76
864	182	230	33	100	41	- 38	*	3	3	9	6	24	77
306	1.83	213	54	187	41	38	·-	8	8	2	10	25	70
566 817	178	217	45	166	41	33	1:	9 3	2 3	2 2	6	23	70
500	176	241 251	51 54	192	48	39	1:	3	2	3	6	23	72
-	1		-			Pren 1	EINGDO	M					
190	-	-	T	-	1		1	-			1		9.65
199 190	433	162	204	344	111	103	15	5	8	19 94	18	99 50	9,63
201	449	895	237	884	113	179	18	7 7	1 2	95	15	791	2,504
900	400	845	243	912	116	199	19	1 7	8	23	14	80	2,910
1903	400	893	246	942	115	200	19	1 2	1 7	19	15	60	2,911
906	468	817	246	504	117	209	18	1		18	13	88	2,911
2005	463	811	200	961	118	248	18	8		17	16	58	2,900
1900 1900	476	841	203	912	199	20.5	18	. 8	11	17	14	68	2,985
1907 1906	497	934	276	944	125	208	19	25	1	19	14	95	8,130
	477	943	268	933	195	210	17	11	6	19	n	97	1 8111

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RECEIPTS PER TRAIN MILE, &c., FOR VARIOUS COMPANIES.

No. 20.—Comparison of Reckipts per Train Mile, from Passenger and Goods Traffs, and 1908, of the undermentioned Note.-The receipts of the lines worked

YEAR.	Cale- donism.	Central Lendon	Frenen.	South- Western.	Great Cretial.	Great Eastern.	Great Northern.	Northern of Iroland.	North of Scotland.	Grant Western	Section and Wester of Irelan
				PRO	M PASSE	NGER T	BAFFIC.				
	d.	d.	d.	d	d.	d.	d.	d,	4	d.	4
1899	41:13	-	44105	40 60	39:14	82-73	42.79	49 02	37-92	6176	44 90
1909	44:08	-	45.73	43:33	39:94	54-99	43 61	50:45	20:51	53:25	46.03
2931	48.28	02:42	66162	44:58	38:01	55.91	43:19	68 68	41:44	53:33	42-91
1902	43'64	66-92	46:11	48-17	38 10	6743	43.75	49.05	41-53	58:77	45-67
1003	43-99	64:87	45'66	45-10	36'96	57 23	43 63	69-65	41:58	22:33	64-26
1994	42-65	65:11	66-66	42:81	34-97	36:33	49:59	43-65	40:67	51-27	46-93
1906	42-95	65:13	43:58	39-55	54:50	55:29	43.94	48:94	40100	49-80	45-92
1906	41-93	62:29	48:11	88-63	30-28	55-21	41-72	47 97	49-06	49:24	45143
1907	49:23	55-23	45-97	40-14	37-78	55-96	42:17	47:96	49:54	43:09	44-92
1906	45:22	57:09	49:48	41/61	58-16	54-29	44.43	40:20	49-92	49-63	48.70
-	-			-	SOM GOO	-				-	-
1800	70:34	-	110-00	7216	61 64	59.43	57:79	80-95	68:10	59:34	66:35
1900	78:23	-	114 63	72-55	39 18	59:23	99-17	80-44	06:18	79-11	67:34
1901	79-92	-	11148	79-42	64-15	61-99	63:79	59-88	67 61	61-66	67-93
1908	80-98	-	113.13	78:09	88.70	61-90	88-97	99.98	70 84	64-73	71:43
1903	87 66	-	133.43	76:54	70.46	47.93	73198	94-27	74'40	69:17	71:99
1904	88:24	-	11570	77:71	73 50	GC:90	76:16	94-72	74-66	73-35	80:22
1966	59-67	-	129-12	78-96	76 95	09192	75-95	102:43	70:26	76 96	81 22
1906	90-95		123 76	77:93	90.63	20-27	75'81	10278	79-91	76 70	99-95
1907	10-23	-	199/34	77:97	32'44	71:98	76-98	09-58	78·21	30.90	89'43
1908	80-71	-	117-93	75-91	82-23	70.48	10-45	100-32	79-77	82-67	81.53
			72	OM PAS	SENGRE	AND 60	ODS TR	APPIC.			
1800	66-77	-	29 55	54105	53.00	55-07	9151	80.45	46.76	95-51	02.92

1904	88:24	-	135 70	7723	73 50	61:93	20:16	94-72	74:00	73:35	80-22
1000	59-67	-	123 55	78-96	76 95	09192	75-95	192:43	70:26	76:06	H1:22
1904	90-95		123 78	77:23	90103	29-27	25'81	102.78	79-91	78-70	99-90
1907	59-23	-	199/34	77:97	32144	71:91	76-98	09-58	78:21	89-99	89'43
1908	80-71	-	117-93	75-91	83-53	70.48	70-48	100-32	79-77	82-67	81 23
			71	OM PAS	SENGRE	AND GO	00DS TB	APPIC.			
1800	88-77	-	29 55	54108	53 100	55102	2051	91-45	40.76	35 51	62.97
1900	59-47	-	83'47	50.03	51.53	65:72	51:21	69:41	4810	58 17	54'33
1900	60-90	82-48	79:30	55-63	52:90	55-90	53:11	99-35	50.75	57-73	58:25
2003	60:43	89-68	79-75	85100	54:15	60:03	50.47	00:27	51.56	58-97	55:20
1900	62 97	64.87	78-98	59.77	54:37	41.93	07:10	63-91	59.79	60.33	54·81
1904	51:40	65 11	78-22	59.78	56:55	61:10	07.97	02-68	53.73	50:24	DE: \$4
1905	61-67	65:13	81:04	54:39	65:71	65:35	59154	83-66	5949	50.90	50:23
1995	61:11	60-20	53°23	53-18	88150	61:66	50.94	65-18	51 95	51 00	07:86
1907	61.48	88-23	89-85	54-92	83:13	67:24	57:22	68-64	58:16	01:39	67-63
1904	63-13	82 69	70-63	56-65	65.28	60-45	58:45	61-67	3394	62:02	67199
		PRO	PORTIO:	N OF TO	TAL EX	ENDITO	RE TO 1	OTAL BI	CEIPTS.	-	
	Per Cust.	Per Cont.	Per Cest	Per Cesk	Per Cont.	Per Cont.	Per Gent	Per Cent.	Per Cent	Per Cent.	Por Cont
1899	53	100	48	38	65	19	63	13	63	59	67
1900	67	-	49	co	70	68	65	56	54	62	50
1001	- 56	84	51	61	70	00	67	50	53	63	64
2002	58	.53	60	- m	-				1	63	69

			117.88	75-91	83-53						31 23
			73	NA MOS	SENGRE	AND 66	0008 TB	AFFIC.	-		
1800	68-77	-	29 55	54108	53 100	55102	3151	91-45	40.76	35-51	62.97
1900	59-67	-	83'47	50.03	51.53	65:72	51:21	69:41	4810	58-17	54:33
1900	60-90	82:48	79:33	55-63	52:90	55-90	53:11	99-35	50.75	57.73	88:25
2003	60-63	89-68	79-75	85100	54:15	60:03	50.47	01:27	51.56	58-97	55:20
1900	62.97	54.85	78-98	59.77	54:37	41.93	07:10	63-11	59.79	60.33	54:81
1001	61:40	65 11	78-22	59.78	54:33	61:10	07.97	62-68	53.73	60:74	(8194
1905	61-67	65-13	81:04	54:39	55:71	64:35	59:54	83-66	5943	50.99	58:23
1995	61:11	62-20	53°23	53-18	88:50	68-86	55:24	65-18	51.16	51:00	57:35
1997	61.48	88-23	85-55	54-92	83:13	63:24	57:22	68:64	52:16	01:39	67-63
1504	63-13	87 89 PEG	70-63 OPORTIO	56-05 N OF TO	TAL EX	ENDITO	58-45 RE TO 1	61-67 OTAL E	CELPTS.	62:52	67:90
1904	Per Cust	PEC	PORTIO	N OF TO	TAL EXI	ENDITO	RE TO 1	OTAL B	CEIPTS.		57-98 Por Cor
1809		PEC	PORTIO	N OF TO	TAL EXI	ENDIYU	RE TO 1	OTAL B	Per Cons.		
_	Per Cust	PRO Per Cont	Per Cent	N OF TO	Per Cont.	ENDITO Per Cont.	RE TO 1 Per Cent.	Per Cont.	Per Cont.	Per Cent.	Por Cor
1899	Per Ciest	Per Cont	Per Cent.	N OF TO Per Cent	Per Cont.	Per Cont.	Per Cent.	Per Cont.	Per Cont.	Per Cent.	Por Con
1599 1900 1901 1902	Per Cess 53 57 56 58	Per Cont	Por Cest. 48 49 51	Per Cena 58 60	Per Cont.	ENDITO Per Cont.	RE TO 1 Per Cent.	Per Cont.	Per Cont.	Per Cond.	Por Con
1599 1900 1901 1902 1903	Per Cest 53 57 56 58 56	Per Cont	Por Cent.	Per Cena 58 60 61	Per Cont. 68 70	Per Cont. 59 68 66 65	Per Cons. 63 65 67 64	Per Cont. 18 55 56 50 66	Per Cont. 63 54 52 51	Per Cens. 59 62 63	Por Car ST SB 64
1899 1990 1991 1992 1993 1904	Per Cent 53 55 56 58 56 56	Per Cont 	Por Cres. 48 49 51 50 51	Fer Cent 56 61 61	For Cont. 65 10 10 67	Per Cont. 59 68 66	Per Cent. 63 65 67	Per Cont. 88 56 50	Per Cont. 63 54 53	Per Cons. 59 02 63 61	Por Cer 57 59 64 62
1899 1900 1901 1902 1903 1904 1905	Per Cest 53 57 56 58 56 56 54	PEC Cont	Por Cres. 48 49 51 50 51 54	Per Cent. 58 60 61 61 61	For Cont. 68 10 10 67 67	Per Cont. 59 62 65 63	Per Cent. 63 65 67 64 64	Per Cont. 55 56 50 56 55	Per Cont. 63 54 53 51	Per Cent. 59 02 63 61 66	Por Cen 57 59 64 62 62
1899 1990 1991 1992 1993 1994 1995 1996	Per Cust 53 57 56 58 56 56 54 55	PRC Cont	Per Cest. 48 40 51 50 51 54 52 51	Per Cent. 58 cn 61 61 60 90	Per Cont. 68 70 70 67 67 66	Per Cont. 59 62 66 63 63	Per Cons. 63 65 67 64 64 54	Per Cont. 88 86 80 86 86 86	Per Cont. 63 54 52 51 51	Per Cost. 59 62 63 61 66	Por Con 57 59 64 62 62 63
1899 1900 1901 1902 1903 1904 1905	Per Cest 53 57 56 58 56 56 54	PEC Cont	Por Cres. 48 49 51 50 51 54	Per Cena 58 60 61 61 61 90	Per Cont. 68 70 70 67 67 66 66	Per Cont. 59 62 65 63 63 63	Per Cons. 63 65 67 64 64 64 64	Per Cont. 88 86 80 86 86 86 86 87	Per Cont. 63 54 52 51 51 52	Per Cost. 59 62 63 61 66 66	Por Cell 57 59 64 62 62 60

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RECEIPTS PER TRAIN MILE, &c., FOR VARIOUS COMPANIES. Propertion per Cent. of Total Kapendawure to Total Receives, for the Years from 1899 to Reifway Companies.

Lan- propers and York- shire.	Lunden and North Wodern.	Learles Stel Seath Western	Lotslen Brighten szel Negth Copsi	Midland.	Midland Great Western a of Troband.	North British.	North- Restorn.	South- East-on and Chesham.	Taff Vale.	YEAR
				BOAL PA	BSENDER	TRAYER				
-										
6.	d.	d.	4.	4.	4.	d.	6	4	d.	
44.27	9276	50:86	61:38	45-00	46:47	39.97	46:17	64.63	65.98	139
44.78	55/10	57:11	92:14	43.30	41 95	4259	4017	00100	63.79	199
45-15	54:59	20124	94:00	43.55	20:55	45-12	47.68	68164	75:72	190
45-53	53:00	57.18	67:30	43.46	30.75	44:29	47:96	91-92	79:24	199
45-18	12-47	E5 102	6172	41.97	40.52	45/48	48:17	6316	42.71	100
45-00	5071	56194	61 12	69:11	37100	42-13	47:58	00:00	6211	100
45:07	58-67	24.00	63:20	42.97	40:50	44.72	45/72	65 00	18:50	190
45:70	\$3:54	53:34	10:43	40192	49/38	43/31	45.94	65:96	49 43	190
45'38	51:20	0218	57:61	41:50	41 194	43.70	45.28	62.42	51:90	190
45/85	51:79	5179	56-00	41:74	41 23	4579	4591	67:40	61:93	190
		-		увом	GOODS T	BAFFIC.				
180:53	NP-95	61-94	9254	62-66	77'94	04:00	30:12	80-60	84-26	195
129-55	80.00	68190	93/79	68-78	1848	79-21	8235	77:97	80 80	199
119-00	85 46	66-90	94-13	65-15	71:78	79-90	30:44	38.48	85:79	19
120 27	99.85	78'94	15-63	68.23	13:24	71-97	30.03	78 95	88-41	19
130.51	102:92	70.76	16-96	12-10	74.97	74:37	107 98	79 (8	90 87	19
140 177	106-97	78 92	16016	77-53	22.00	74:00	117-01	83.00	93.28	19
149:29	100:00	80.96	163:50	12:00	75-49	73 31	124-98	83.06	01:28	19
149-61	100 21	20:20	110.27	72.58	77-12	23:50	195-73	88.42	0712	19
145-67	206109	81:23	101-63	7491	19-93	79-61	199-95	85.98	98:23	19
148 107	109125	RESER	10145	73:54	19:40	79-93	131-16	160:93	9019	10
	-	1	F10032 1	ANKENG:	KR AND	GOODS T	HAPPIC.			-
_	· ·		1				81.78	00194	79:26	100
60°08 67°19	65-76	10-10	07:74	54 101	5410 5550	59:63 59:96	55123	02:23	81:64	19
07:10	64:59	DHE	88-97	55 17	51 90	57:50	67 1M	20-01	8948	19
21-24	88:38 80:68	0094	48:77 71:94	65:93 67:48	8276	67-86	71:17	71-17	8215	19
72:79	18:58	99:79	7010	00 103 00 103	53:31	59:40	76:22	11:90	82:1T	19
731D	73:57	60144	20196	57.70	1971	99 107	76-12	69-64	80:00	19
77:31	73 63	80-66	70.02	88-27	54-54	63.96	76:50	71.99	76:97	191
75-60	73:18	19:38	0151	57 94	84-17	93:30	76.96	71:98	76-97	19
74:00	73:33	58:57	45:73	50-10	50-50	50-26	81.80	71.18	7919	29
22.00	73:94	28:52	51-95	18:43	5519	61-24	81/56	71:17	77:04	39
-	L ;	PROPORT	TON OF S	DOPAL E	XPENDIT	URE TO	TOTAL 1	INCEIPTS.		
Per Cont.	Fee Cont.	Por Cent	Per Cont.	Der Cont.	Per Cent.	For Cont.	Per Cont.	Per Cent.	Per Cent.	
58	50	61	49	59	54	51	44	58	56	18
69	43	62	41	88	55	54	63	61	59	100
68	63	64	81	61	56	53	65	64	58	190
61	63	63	60	65	58	93	85	83	26	160
GR.	62	62	- 60	63	56	42	64	63	57	100

* The Receipts of the Lember and North Western Company, from the Stansboat Company's returns with these from the Railway Trails, up to sad including the year 1995. Printed image digitised by the University of Southampton Library Digitisation Unit

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EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

No. 21.—Companison of Expendenture per Train Mile (exclusive of Steamboat, Dock, Harbour and

							N	oto.—The	expenditu.	re of the E	net works
YEAR	Cale- donian.	Central London	Funcie.	Glavgow and Sentile Western	Great Central,	Great Enstern	Great Nectlean	Great Northern of Irohani.	Great North of Scotland.	Great Western.	Great Southern and Western of Iteland
				м	AINTEN	NCE OF	WAY.				
-	d	2.	4	4	d	a	4	4	1	d.	4.
1800	4:71	-	2-69	471	4:32	5:13	4:54	696	3 69	7:28	738
1930	514	-	11-22	4:93	4:00	5:10	4:30	0.50	4:33	7-22	748
1901	571	1:05	8:25	4:33	4:54	5:34	4:54	0:04	4:19	7:00	7:90
1003	5'90	1.67	8-19	6:23	4.76	5194	474	7:81	4:47	7-00	797
1908	6:54	1.79	8:29	5-43	415	0.08	4:94	8:05	4:36	7.92	7100
1964	\$ 90	1 96	2.82	5'39	6.63	8:34	5-94	9:64	4:08	7:97	\$168
1963	5:96	1:55	6-93	495	593	6149	5-13	9 62	4:23	7:13	9-31
1906	5100	1.08	8:24	4:78	6.84	0.58	5:17	9:10	4194	7:04	\$170
10.77	6.95	1.63	8-93	4:80	6.10	6-09	5:23	7:39	4:10	7:00	0.64
11/88	3.49	143	6-63	4:90	5-96	6:39	5129	8:37	4102	7:05	8/35
					LOCOMO	nve ro	WEB.				_
1809		-				,		_		-	_
	9-43	_	11:63	9:25	11'84	9-08	0.00	8:87	8:20	970	8 23
1900 1901	11:60		12-97	11:90	19:48	1941	11:30	11-02	9:27	11:07	9-09
1902	10:99	13:90	10-22	10-35	11:59	19:53	11 75	9-90	9.28	11:17	10:16
1902	9:56	11-65	10:13	9-92	10-97	10:20	11:19	10:06	8:78	11:92	10-22
1904	917	10:59	11:94	3-94	11 00	10:29	11:18	19145	8.67	11:29	10-92
1905	9-27	10-74	10:71	9:37	10-28	10-17	11 '00	11:23	819	11.18	10:00
1900	5.00	10-79	10:75	9-07	10:27	19-04	10.75	9-18	8:83	11.08	10:21
1907	11 21	9-43	11:22	99:53	11.47	19:10	10 61	10-28	8.94	11:14	\$-90
1908	19 78	9 65	12:34	39 34	13-67	10.01	11-89 12-90	11:55 12:64	9:50 10:06	12:15	39-92 33-90
-			REPA	DES ANT	RENEW	ALS OF	ROLLING	a stock		-	
	-		-	_				-	-		
1999	394	-	4 63	2-10	968	3 03	3-00	2:19	1.07	970	9:38
1911	310	1.73	4 63 5 50	3:25	8:28	347	3.01	2-25	1.77	913	228
1902	396	2-13	548	3:33	8:94	349	346	2 20	1:09	2 87	2:19
1903	479	2-25	326	5-19 6:51	3 96	3 43	3:10	2:27	1:79	310	276
1904	5:53	230	479	6.22	3-97	3-61	835	2:34	1:66	3:12	243
1906	3-55	966	638	321	872						2.43
1996	3.55	274	4:11	3 20	395	3166	3.08	2.38	1.90	3-39	5.23
1997	318	2:51	126	8:20	3-90	3144	3 30	2:50	1.63	3-43	245
1905	3.98	2-19	426	221	378	3-97 3-98	3:34	1-81	1.96 2:13	3 196	258
nemark 1			1		0.10	2.36	3.10	1-96	3.13	303	
					TRAFFE	C CRAR	3E8.				
1866	9-60	-	10:23	9:55	12 28	100	1			9 98	0.68
1900	10.28	1 2	10 80	30-00	19 58	10:34	10-78	9:31	8 123	949	3 63
1901	10 43	15'40	11-21	10-12	12:83	11/38	11:10	9-33	3-32	9:82	923
1900	10 42	14 87	11 05	10-13	12:51		-11-31	9-46	8:90	9:00	9-03
1903	10 73	12 46	11:30	10:20	1274	11:65	11 %3 12 20	9-07	8165 8155	19-21	9.00
1904	10.00	10 50	11.00	10.50	1276	11.00	12 20	9-48	5'55	10,51	0.65

19:50 8.63

10:55 2.98

10:51 844

8:43

0:68

3 50

12:17 9:33 6:50

11/81

12:19 9-35 8:50

11:99 19/16 9-00 8:45 10:53

11:59 11 89 9/37 8-44 10:03

19:05 11:79

13:84

12:99 11:31

11:36

1904 10:33 12 50 11.77 10 48 12:38 11:76

1995 15:20 1240 11:54 19 90 13:24

1000 10 23

1907 10-41 11:13

1998 | 16:70 10-49 X.lix
EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES,
Canal expenditure) for the Years from 1899 to 1908, of the undermentioned Railway Companies.

Canal expanditure) for the Years from 1899 to 1908, of the undermentioned Railway Companies. to the present Companies is included. Midland Lookin Lender London cubire and York North Midlend. Wodern Tat: YEAR. Nerth South Cape Indané MAINTENANCE OF WAY è. 0.46 0.46 0.08 616 4:38 4.00 5.46 648 7:00 1890 916 624 4:07 7:21 4:14 5.49 7:01 1900 0.09 648 4154 7:10 749 6:27 0.99 7.59 1901 694 6:74 6493 7:90 4:23 7:14 \$188 720 1900 7.48 6:99 7:51 4:35 7-03 748 730 7:00 7:46 1903 687 7:48 6103 7148 5:11 7:64 5-25 7.07 7-14 6-10 7:34 674 199 5194 700 7:19 748 6.40 1903 6-00 7:29 030 548 8:04 7.49 894 6.70 8276 6.96 6177 6:50 5107 7-07 741 0.00 679 8:07 6:33 5103 7.94 5-66 3:28 7:58 6138 1008 LOCOMOTIVE POWER 10:37 9.68 10:39 10-22 8:06 5-25 12 27 10.73 10:57 11:01 11/10 14:85 11:00 6-05 6-93 13-65 13 06 1990 18:20 11 90 11:13 11/71 10:20 9-50 14:05 13:06 19:17 100 11:53 11:35 10:08 13:00 11:40 9.08 13:57 1277 17:88 1992 1175 11:83 10:50 19 86 11:35 14:46 12:26 17:02 1609 12:24 12:50 10160 1846 10:85 10:41 8-50 14.97 11:79 1604 12:27 12:00 10:00 14 95 18:00 1995 1240 12:50 10:16 11:02 11:15 10-11 0.40 14:30 11:92 16:14 1000 13:35 15:17 11:00 18-53 11:40 19:30 12:67 17:43 1907 14:24 14:03 11:34 12:17 12:32 12-07 10-00 13:61 13:00 15:29 1909 REPAIRS AND RENEWALS OF BOLLING STOCK. 3:23 9-65 253 3.65 9:03 2-68 5.66 240 1964 3:29 2:50 9:50 961 9:13 2:20 6-65 2:55 2:50 1900 3:22 245 277 0:28 3-13 2.63 8:46 9:08 220 2 43 1900 340 2-61 3:00 2.73 2:00 3-61 0.68 5-15 955 1900 374 2-71 2:99 948 3/10 7.00 2.94 9.99 terri 3.63 373 271 2:02 210 9:09 3:13 7.98 9:91 3:38 1904 \$ 80 373 9-68 9420 \$17 7:50 324 22 1900 24 9.77 2:35 1.86 3:29 7:83 3 28 333 3.76 9:13 349 1.91 2:42 794 342 2:51 1977 548 4103 2.53 3:18 2:22 2.00 3:15 3:23 2906 TRAFFIC CHARGES 1440 14-01 10/68 10:00 16:37 9-23 10100 14:00 15-09 6:54 18:23 11/79 10/91 11:13 19/79 8:30 15:50 11:00 11:39 12:13 845 10-05 1901 15 94 10.67 13:20 8:24 12:65 14:14 11:30 1992 15-11 20-97 11:13 1353 6:50 13:01 11:24 6-55 10:44 13 60 12:54 10:22 190-15 71 17:18 10:03 11:03 13:18 6:33 10:07 1905 16/54 10:05 12:50 8:00 10:91 13:54 13:83 10-44 1906 35 65 13:47 12:94 10:59 1692 10-65 10:00 13:20 35-65 17:24 14:28 13:38 6:22 11:01 13:95 13:00 1006

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

No. 21.—Companies of Expenditure per Train Mile (exclusive of Staumbout, of the undermensioned Nat.—The expenditure of the line variations of the line variation

1999				South- Western	Cantral	Eastern.	Northern.	Northern of Inchesi.	Seetlynyl.	Western.	Western of Ironani
					GENERA	L CHAR	168.				
	d.	4.	4	d	d	d.	16.	4.	d.	4	d.
	1-19	-	9.17	1:28	1.56	1:02	1:47	1:33	1:86	1:12	1.90
	1.98	_	963	1:53	145	1:00	1.03	1:03	1 40	1:11	194
1991	1.98	9:51	3:36	1:50	1:64	1.97	1:51	1:08	191	. 1:11	1/55
1999	1.98	9:50	3-15	1:94	140	1:59	1.97	1.70	1:46	1:11	1199
1903	1.65	249	2 05	1:86	1:58	1:39	1:03	1.22	1:51	1/15	1:01
1904	1:20	2 60	3-23	1:48	1:58	1:63	171	1:90	1:66	1:18	1:75
1905	1:00	9.78	3 16	1.97	1:54	1:79	1/70	1.61	1:53	1:20	171
1905	1:00	9.64	345	1.56	1.00	1.74	1.94	195	1:40	1:95	1-69
1907	1:08	9:65	350	1:00	1:00	1:79	1:94	1:00	1.40	1:26	191
1903	131	3.43	3144	144	1:04	1:83	1.90	1:67	1.43	1:93	164
-			R	ATES, TA	XES, AN	D GOVE	UNMENY	DUTY.		-	
			_								
1800	1 65		2.10	1:53	1.60	9.74	1.06	*2-23	1:41	2.25	11:83
1900	1.74	100	979	1.90	1-10	2.03	3-01		1146	2 56	*2-19
1901	1:93	3.31	2.96	1.60	146	3:90	9.93	-3-10	148	2 58	*2*92
1000	1:71	464	3 60	123	1.94	341	245	*9-19	1:48	2 62	*1.93
1900	1:93	510	3.126	1.65	1.08	3 /39	2 60	"2"40	1.68	2.96	*1.95
1904	1.98	5-03	3.96	1.65	246	3 489	978	,5-52	1:70	3:11	*1 99
1905	195	5.78	3.96	1.76	2 08	3-91	2.92	18.48	1.99	3 95	18-66
1966	1:97	6 15	374	1 68	2.08	3:90	2.68	*0:56	174	3.98	,3-00
1907	3:97	6.51	5.57	1.400	2 00	3.40	2.10	*9:90	173	3.00	*1-96
1908	2:31	5 97	3-79	1.76	2/10	3-06	37-60	19:18	1:45	3-10	*2-07
			oxi	HER RAI	LWAY W	ORKING	BXPEND	AYURK !			
1990	1.00	T	6:37	1 100	1.47	9-74	0:44	0.04	1.90	0.39	9.49
1900	1:85	_	0.43	974	1:04	0.90	978	9 61	1:90	0.23	9 64
6199E	240	0.47	1 100	293	3.01	244	9:95	1.47	1:35	1:02	0.94
1503	254	0.33	0.60	15-03	3-90	2-02	924	1 198	1:43	9-91	0.91
1500	2:63	0.90	958	5-23	P-65	9.70	9:15	1:93	1:38	1 99	1/11
1004	5:00	0.50	1:15	0.43	9.67	250	216	1:91	1:28	0.01	1.97
2905	918	9:35	6-91	945	964	2-01	2:16	191	1.28	0.55	195
1996	2 00	0-62	199	346	3 96	294	9.00	1.32	145	116	6/83
1007	1-00	0-02	198	346	3-00	3.03	9 93	1.99	145	1 65	6-60
1000	3-98	0.05	0.68	2-28	8:14	9:04	245	2-21	193	1 105	0-10
	1	-				OTAL.					-
_	1		-	_	-	-		_	-	-	1
1899	31 26	-	4191	53 48	35:31	23:57	32-21	31.78	10.04	33 69	33-64
1990	34.90	1	45-43	33:93	57:34	35-96	34:17	33-74	27-70	34-63	23'55
1931	35/39	34-93	42 64	55-69	26 93	16-23	36-94	38-76	27.76	39'47	\$5-99
1993	35 49	85-55	61-02	34:13	28-23	38.75	37-13	\$5:30	27.92	35 95	34-47
1903	36-49	35-48	42.71	35'64	38:41	89 67	39:19	80.90	58-97	3346	34-19
1994	35-14	85/73	42 68	34-78	38-64	39-02	38 95	38 194	28:51	37:33	35-29
1906	35 66	85/13	43 62	33-19	38-81	39.70	37-81	37:91	28:57	52.40	35-57
\$806	30:54	8014	4250	33 41	69.68	60-11	37.70	37:36	27:18	\$7:72	33'85
1907	37-60	38.93	64:78	34.66	4248	41-93	38-96	36-17	28-67	58-99	36-62
1906	36.00	30.73	63:58	36'90	43-24	40:33	36-93	38:74	59-67	59-38	35'46

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EXPENDITURE PRE TRAIN MILE FOR VARIOUS COMPANIES.

Book, Harbour and Canal expenditure) for the Years from 1899 to 1908.

2-46-120	um) Commonis	fasherlawi ai ea

Lan- enables and York- shire.	London and North- Western	Leroien and South Western.	London Brighton and South Cuxsi.	MbBand.	Midland Great Western of Ireland	Neeth British.	North- Entern	South- Eastern said Chathana.	Tufi Valo.	TEAR
				GEN	ERAL CH	Anges.				
d.	d.	el.	d	al.	d.	4.	d.	d.	6.	
1.20	1:00	1:34	1.00	1.03	148	1:11	1.15	2:24	2:18	1890
1.38	1:57	1:28	1:54	1.02	1:49	1:07	1:14	2:54	249	1900
1:93	1.72	129	1:30	1.06	1%5	1:03	194	264	9.00	1900
1.18	1:00	134	1:45	1:34	1.43	1:05	198	995	2:40	1900
1:24	1.91	143	1944	1.33	1:43	1195	1:41	9:98	2:36	1968

1-11	1:00	134	1:45	1:14	1.43	1:05	1:20	9:95	2'40	190
1:24	1.91	143	1:44	1.33	1:43	1.93	1:41	9:98	2:56	190
-94	198	148	1:43	1.13	1.62	1:01	1:47	9:31	2.24	190
25	1.83	148	1:53	1:16	1.07	1:05	1:54	2:24	2:35	194
143	1:91	1.63	1:01	1:10	1 10	1:08	1.47	2:53	2:50	180
-97	1:80	143	1:54	1:16	1 64	1:05	1:00	2:06	2:35	190
199	1-98	1.00	1.49	1:20	1.68	1:11	1-72	291	2-53	180
П			BATES	, TAXES,	AND GO	ZERNME:	T DUTY			
249	2:23	9.97	4:10	193	*199	1:43	2.00	4:17	8'06	106
166	2.13	294	4:15	1.88	*1:35	1:45	340	5115	5 99	160
279	2:55	3/17	4.00	1.88	*1:31	1'49	216	6194	5168	190
194	9.76	3.53	4.81	3.00	*1.95	1:45	3.18	0.48	5 63	190
1:23	3.06	3.00	5:11	9:53	*1:33	1:54	3.78	5'00	576	190
154	3:90	3-06	5.93	9:39	.141	1.72	4.95	8:16	5:92	190
141	9:94	3:85	5'90	233	*144	1:75	4.66	9-69	9.48	190
160	3 935	\$100	5.10	2:38	*1:45	1.73	374	594	5143	190
138	8:13	3:61	490	9:94	*1:43	1.19	3.40	9:16	5'99	190
1:39	9:91	2146	4:78	9:18	*1:43	1:61	379	5:10	0.00	100

294	9.76	3.53	4:63	3.00	*1.95	1:45	3:18	5'48	5.63	1902
3:23	3:06	3 100	5-11	953	*1:58	1:54	3:78	5'00	576	1903
8154	3:90	3-06	5.92	9:00	1141	1.72	4.66	5:16	5102	1904
343	9:00	3:85	5:30	233	*144	1:75	4.66	8-69	8168	1905
1160	3 935	\$100	5:10	2:98	*1:45	178	374	594	5143	1906
2:39	8:13	3:63	490	9.94	*1143	1:12	3.40	9:16	5:20	1907
3:39	9-24	2-46	6:78	2-18	*143	1:61	379	5:10	9.00	1008
		Name of the last	отны	RAILWA	Y WORK	ING EXP	NDITUK	R. §		
0:64	100	1.08	9.00	0.47	0:25	0-92	0.43	1:17	3-97	1800
P-93	1.91	1:00	9.98	0.47	6-17	1:00	0-01	1:50	310	1900
190	1:13	1:43	2:00	9.07	0:19	101	0.42	1:50	945	1900
193	1:00	1.68	204	9:03	0:28	1 93	0.04	1:57	170	1500
224	1.12	1:90	1:03	9:07	0:01	0.98	0.68	1:08	1:20	1900
2:20	1:11	1.06	1:50	3:31	6/55	999	0.75	1-95	0.94	1904
2:16	144	1.68	1.44	3.47	6/00	994	0.80	1:93	1.90	1906
1103	1.99	1.00	1.43	3:41	0:10	131	0.61	109	1:00	1000
2:12	1.28	1:93	1:35	3/43	0.40	0.93	0.99	191	1:28	1907
\$193	1.28	1:38	1.18	3/55	0.47	0-98	0.95	1-19	0:91	1908
_					TOTAL	A				
20:04	131-10	34-71	20-98	30-00	99-95	97196	38 53	60:40	48:37	1866
67-57	141-63	30-23	41:98	84-98	20-38	30.45	40.77	41-03	53:22	1900
44-33	944-20	37:30	45:73	87-17	50:11	30:79	43 41	47.95	48-03	1901
41.23	44-04	37:54	43:28	38:15	30.90	99:55	45/45	40:55	4913	1908
45/74	40 62	37:95	43:35	33:10	31:85	31 58	43:11	45'86	42.09	1900
40:00	47:34	37:02	452.965	33.78	38-60	31 49	49-37	44169	40:23	1904
4570	46:03	37:00	40:10	38:33	31-69	22:90	49-14	45/35	64:34	1905

61'60 31:59 45-37 4574 1907 45-78 47:31 33 87 56.94 50:10 37:08 60.54 45 65 1908 47:28 34-01 35-91 02:39 46:30 48'84 37:03 30.43 40100 As the condess per timb with of the London and North Western Correct, on page 20%, for the years 1195-139, tested to present the open page 120% of the State of the Correct State

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RAILWAY RETURNS .-- 1908.

No. 1.—CAPITAL, &c.

RITUMO of the authorised Starts and LOAY CAPITAL Of the several RAUNFAY CON-PARTIES in ENCAINO and WALES, SOCIASIN, and Indiance, and of their PAID-UT GROWARY, PRIFERENTIAL, and GULLANTEEN CAPITAL, and DEBERTER SPOCE OF FERRED PRICE, on the Bit she of pot Descades Price, specifying the rate per cent. of the Dividents for the year 1996 on each of the said Capital; aboving also but Larson contrasting reason. On Interest, and the Capital andsorthed to other understaining, whether such understaining are on lease to, or worked by the subscitting Company, or are independent.

Stort—This figures in delite, as regard the pass 1906, or pages 2 to 48 show the anomate by which the Capitals of the Indextry Computate from boun controlly forecasting, consolidation, and christica of their Stories. In certain cases the consolidation has resulted in a vanishi decrease, the anomate by which the Capitals were an decreased being outquily noted. The anomates of Capital printed in Doman type include the combinal adultions and show the sums restring the nates of whichest instead applies them.

1544.

					364		Mark A
		£	£	r	Per rest.	6	Nor cost.
okwosti Light	172,000	55,000	170,000	-	-	-	-
Incoming (Newsort and Small) Wales	2260.600	985,000	1,705,000	410,000t	4 No	1,416,400	41
Doelo sari Hallway. *	4	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,)	-	192,089	41
recessorsh Light	21,000	7,000	34,000	12,510	Nil	-	-
aker Street and Waterlee	9,823,000	891,000	3,003,000	1,450,450 1,450,450	3 }	633,000	4
tala and Fatising	Worked h	the Greet	$ V_{extens.} $				
				1			
lany	4,070,000	1,700,000	0,579,000	987,965 1,113,270 1,113,270	92 4 97	1,584,501 586,700	5
				1,113,275		\$9,000	4
(ap)						}	

31,166 sajari

2,233,030 1,911,990 474,178 41 44

399,000

190,000

134,3161

205,260 1971

BAHAWAY RETURNS --- 1908

Norn.—The amounts by which the Capitals of the various Companies have been needing

No. 1 .-- AMOUNT of CAPITAL, &c., upon the

Preferential.

Po

NU

4 (0,000

PAID UP STORE AND SEASE

Bury · · · ·		4,070,000	1,706,000	4,979,000
₩ d Value of Glaceorgies .		stucce	183,000	155,640
Berton and Imerity/one Light		tayon	60,410	100700

9,539,000

This line

130,000

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93,000 30,000 123,000 Hurs Nil 19,780 268

\$4,000 18,000

1.272,566 1,001,502 2,274,338

61,000 66,000

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Bidefool, Clavelly and Burtland Light Bideford, Wastward Ho I and Appliedors.

orehead (restail jointly in the Great Festers and London and North-

Blackroot and Ficetwood Trampond

Hunden and Peopled Links .

States and Fredleylam Liebs

Readford Corporation (Nidtl Valley Light).

Brecon and Meethyr Tyddi Janualau

Breckenbill Light -

Kestern sad Vestern).

Bishoy's Castle

RAILWAY RETURNS.-1908.

Sist December, 1908.—ENGLAND AND WALES. agreerica, consulidation, or division of their stocks are given in Moller below the totals. CAPITAL BAISED BY LOANS AND DESIGNATURE STOCK.

raised by

Dobosta

Debonts Stock Total

456,128 491.198 2,002,789

715 100 773.150 8,051,660

127,000 197,000 660,000

CAPITAL

Total

e 835,490

12,520

5,388,490

4,997,598 98,797 6 1.220.031 1,943,716

1,008,870 5,040 259,008 806,000 1.002.575

603,000

2,550,000

109,000 43,000

23,333

1357.714

\$2,874

135.em

2,220

202,000

12.510

6,241,364

2,000,000 2,553,000

9,930

40,000 190,000 200,000

\$1,198 51,156 \$0,000

2,400,004 232,030 12.025 8,044,500 2.582.559 000,000

81.745

To Joint Com-

Railway entitorised under the Light Railways Act, 1998. We ought had been relead at Endlway authorised under the Light Echesps Act, test The line was opened for goods tradis only, November, 1988. ,"Preleyed Converted Outlancy Stock, I Deferred Converted Colleany Starie, I Perty Zustered; party So-ferred. S Rear red for conversion of Real laidway anthorised under the Light Railways Act, 1806 a. To cepital last been mused at 1808 December, 2006. Forewing powers divided in equal proportions between the overpanies in which the amount visited.
Amount conduct on share publishy paid but affection for birthin o division is guid.

To other Ballway Core

District.

REMARKS.

December, 2008. Sigge to paring intercer office the Company paid

for Barnisles.

very necessively and, 1965, the Sallways Art, 1965, apital had been rehed at 6 December, 1966.

ny enthorsed meder the Salveys art, 1800, spiral had been raised at thousands. under the 1856, 1806, 1806,

remer preference above. actualised value of Land Rent

mmilius of the "Loudon discrete Western" and "Nid-ad" Companies for working a formatted to a formation

elood for the Jos

Extern authorized under the Light Bathways Art, 1996.

Light Bathways Art, 1996.

List Decomber, 1997.

Rathway amparismed under the Jight Bathways Art, 1998.

Lies nei cown her public traffic on 1914 Bathways Art, 1998.

Lies nei cown her public traffic on 1914 Bathways Art.

Rathway arthur

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935,672 947,747 2,085,461 1,085,661

45,7191 40,111 2,755 5,758

43,000 45,000 180,000

BAILWAY BETURNS.-1908.

2	1	£
Worked by	the Londo	Brighter

to the Loudon and South Western

5,710,374" 7,210,792

74,000 334,066 199,000

21,000

256,660 26,600 106/60 70,200 7.162,000 9,950,999

178,000

4,238,990 Worked by the Lendon and North-Western

3,490,000

43,500 14,500 58,000

d image digitised by the University of Southampton Library Digitisation Unit

26,644

907.000 4,126,010 1,442,000 0,704,000 4,074,000

These lines are the joint property of the "Great Control," "

585 000 15,000 MIL

1,118,000 4,008,000 1,400,000

15,065

and South Casel 110,9501

33,126

10,790 1,919,078

> 289,757 Ni

> > 812,040

Norm.—The amounts by which the Cogstain of the various Composites have been necessarily increased to

No. 1 .- AMOUNT of CAPITAL, &c., upon the

Tarant Valley Light

Reinliden and Debt

Central Error Light

Charmood Forest

Checkire Lines Committee

Clayton West and Darton Light

Charter and Workinston Junction

			MCLAND A	AND Ukeir	WALKS-	epolinaes. given in étal	rice below th	e totala.		
SHO FECTOR	n geven to a		atype ason av L asvens Sv	OLVE		PAINUP C	CAPITAL,	Streeth Co	THE PARTY OF THE P	
Total	Louis		Debentus Stock.		Total med by Losse	Potal on Rist	Tensi on Sist	To Joint	To allor	Bensies.
took azal Eknot Dopital	Avecant.	Bans of Interest.	Ausousk	Rate of Integral	nasl Debusines Stock.	Decreater, 1908.	Dennisher, 1907.	Cons- militions.	Rollway Cons- pazins.	
4	-	Por		Per cess.	£	£	£	£	£	
	r 80,000		60,000		144,365	202.816	205,815			of Daglished value of Resi-
18,470	479924 891000	5	-	4	100,000	200,810	200,700%	-	-	Sentual Servers of Orofini.
3,841,154	48,7071	1 4	2,021,483	4	2,565,047	6,266,371	4,990,272	-	-	"Ripolitative of N. 1921, antihurised to be relead by Roserl of Tracin Cautificates, and after second, yet assessing Rose, antihur- inal by Boolem 20 of Sec Cam- bridge Radinery Act, 1924 (Chipolitated wings of Land East)
129,737	-	1-	181,400	4	151,440	221,200	292,896	-	-	
15,171	\$11,890 6,000 9,710 4,800	91 31 31 31	1 -	1	24,799	10,001	29,621	-	-	Exhway anthurhad under the fight Backway inch 1886. In the backway inch 1886. Company the back inch the Company the last street in 1886. In the backway in the return. I more you anthorise in in the backway in the Company in the Company to you will be company
20,000	1,000	13	3,000	2	4,000	24,600	24,000	-	-	
15,000	5,695 5,735 3,194	3	3,000	48	35/714	10,079	33,687	-	-	Raffway authorized under the Light Entrease Art, 1918. The Company but 11 addition needed from the Treasury is explain term of ATL 500, and a tent of DATA. In Linear, or the local is paid at the raise of Homeroni, ore markets.
238,000				4	24,990	28,000	255,000	-	-	A per post, per sawan, "Capitalisal Value of Said See Clarges.
20,560		3 6			6,472		70,772		-	(* Induced Ordinary Stack
4,200,000	-	1	2,665,700	0 3	7,000,000	6,888,900	4,033,890	-	-	Rook Professol Ordina
-	-	1-	887,650	3 8	353,533	588,558	383,555	-	-	(Ballesy sufficient maker th
-	-	-	-	1-	-	-	-	-	-	Salbear networked maker th Lagor Redoways Sol, 1905. No capital that been raised a line December, 1906.
1,000,00		1.	- 926,00	0 4	105,00	0 2,996,000	3,872,534	, -	-	Cadivaled Golfany Sack.
4,876,60		١.	- 881,00	0 4	881,00	4,007,000	1,871,000		-	

15,000

138,400 3; 138,400 592,110

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15,000

2,292,549

RAILWAY RETURNS -- 1908.

	szsi Stock.	Bubusture Stock	Total.	Ausonia	Bate of Divisional paid.	Assount.	Princeson Epita of Division	Esto of Dividend
Checkury Mornimer and Ditton Priors	4 95,000	£ 38,000	£	6 10(2)(0	Per cont, NG	6	For cond.	Por

535,000

307,AT9 16.720 422,185 633,975

Conbermonth, Kenyick, and Payrith

Cerringham Light

Durthed District Light -

Derwant Valley Light . Devon South Home Light

Deams Volley

Dawlale

Crowdon and Orsted Joint Committee

Deption! Portion Cettle Market Buildway

Disloot, Newbury, and Southerspton

Evenham, Esthitch, and Stratuction

Davids Extendes

East and West Junetics

East Lincolnsking .

Eviton and Church Hope

East Sumox Links

Reat Landon

Stratford upon-Arun, and Milliand Jenetics

Eust and West Yorkshire Union .

Cents -

14,000 18,000

4,607

Ste under London Corporation.

120,600 40.000 100-000 90.030 NV

\$47,700 635,930 1,463,680 The line is the joint property of the "London, Chutham and Dover" and

11,500 4,000 15,000 19,000

200/000 698,688 293,688 300,000 NI

90,000 50,000 140,000 45,000 NH 45,000

193,600

148,000 100,500 348,600 116,484 Nil 130,968

Lound to the "Great Northern.

3,245,600 2,673,000 5,534,000

20,000 100,500 29,733 100 99,900

15,000 image digitised by the University of Southampton Library Digitisation Unit

5.000

18,667 39,690

140,000

800,000 292,000

These cultivarys are the property of, and are worked

\$83,450 100,000 NI 15,000 NU

01.000 12.00

15,000

306.820 NV

(3,942,799 2011

922,543 Ma

The line is the joint property of the "Loudon,

25,500 Brighten, and

No. 1.—AMOUNT of CAPITAL, &c., upon the

Gourantee

RAILWAY BETURNS.-1908.

convenion, consolidation, or division of their stocks are given in italiar below the to is the figures given in Beanes type.

CAPTAL CAPTAL DESERVE STOCK. PARTURE LOANS AND
DESERVE STOCK. PREDUTE CAPTAL. SOIL

Share Capital.	Амочи).	Extra of	Amount.	Bate of Interest.	Debenture Stock.	Dectriber, 1908.	Dencusber, 2507.	Com- mitteen.	Radiway Con- punters	
£	4	Per	£	Twr.	£	£	£			
53,999	27,000	5	-	-	27,000	114,280	22,000	-	-	Ealisesy sentented nuder the Might Balleson Act, 2001. The line was operate for patitic mattering November, 1901.
223,479	-	-	90,122	4	99,128	422,011	428,632	-	-	
86,790	7507	4 5	367,365 61,845	Nil 5	631,880	415,670	818,070	-	-	*Cophaland value of Land Engi-
15,000	-	-	3,999	4	3,800	18,300	18,500	-	-	(Backway eviderical under the Digin Railways Act, 1805.
15,000	-	-	5,000	5	6,000	30,000	89,660	- 1	-	
Bullway C	ompanies ;	the C	i Sepital is In	chade	l din the Re	arms of those	Companies.			
-	-	-	~	-	-	-		-	-	Reliver authorised under the Light Rollways Act, 110t. Spoupits had been mined at Uni December, 1986.
490,000	-	-	150,000	4	150,000	640,000	620,666		-	
-	-	-	-	-	-	-			_	Ballway rephonical ander the Light Railways Act, 1906. No expend beddens placed at East December, 1905.
19,576	-	-	-	-	<u>-</u>	20,070	29,070	-	-	(Malivey sufficient under the Light Endouge Act, 1807 The Heaven not upon for public tradic on 52st December, 1908
145,000	100.161	4	43 1999	١,	202.005	3 000 014	1 444 674			Line worked by the "Green

1						,	,			
-	-	-	-	-	-	-	-		-	Ballway sufficient under the Light Indivers Act, 1906. To expect the fore takes at that Decima tor, 1996.
19,576	-	-	-	-	-	20,070	23,000		-	(Hallway sufficient under the Light Enlicence Act, 1800 The like was not agen for public tradic on the December, 1900
145,090	105,181 30,630 LEGG	4 5 6	41,500 100,000	3 5	333,816	1,996,955	1,238,955	-	-	Une worked by the "Green Western" and "London and Stath Western" Companies.
Sallway Co	enformen!	the C	opital is in	ehode	d in the Ro	turns of the	e Companie			
There is no	teparate C	 Sgita	I for the val	WAY	, which no	net open for	r public tesfi			
15,000	4,990	4	-	-	4,000	14,000	15,000	_	-	
305,000	-	-	350,931	5	068,688	961,688	555,022	_	_	(The Univer Of Street Companion and
10,000	\$0,000	ŏ	288,747 10,930	4	93,500	130,000	120,000	-	-	worked by a Just Chronittee of the "East and West Junc- tion" and "Strufferd spon- Aron, Towersto and Mining
175,200	-	-	200,000	5	203,000	375,550	#76,500	-	160,000	Jimeben * Compension.
947,432	-	-	67,905 23,999	39	91,406	334,637	555,475	-	-	
\$240,799	-		220,000 172,930 2,126,564	29 32 4	2,549,466	6,790,965	3,780,000	-	-	"Dris Bins in issued to the "Spent Eastern," "Louden, Brighton and South Greet," Louden, (Eastern and Cover," Metro- politan, "Metro-politan Dis- iels," and "to-the-lousings" Balling Occupation, and is
140,590	-	-	105,000 497,101	25	580,102	1,871,760	2,372,700	-	-	worked by a Joint Committee of those Companies.
19,627	-	-	70,000	45	70,000	159,007	259,607	-	-	(Line weeked jointly by the "Greek Western" and "Lon- dre and forth Western" Compagies.
-	-	-	-	-	-	- /	-		-	Railway authorised under the Light Railways Act, 1906. No capital had been raised at Ent Becomber, 1986.

BAILWAY BETUENS .--- 1908.

AUTHORISED CAPITAL

North.—The amounts by which the Capitals of the various Companies have been non-fashly immed by These amounts are, in all case, include

NO. 1 .- AMOUNT of CAPITAL, &c., upon the

PARD-UP STORE AND SHARE

		By Longs		Ordina	ary. Prefe		keential.		Gaussieed		T
NAME OF COMPANY.	By Shazon and Stock	and Debesture Stock	Total.	Assessed.	Base of Dividend posit.	Amount	Trafacorital Table of Efriford	Rato of Dividend paid	Amount	Paris of Divisional	Distant
	£		£	£	Per	£	Per conk.	Per	£	Die real,	Zw out
Bigware and Humpstend*	360,000*	120,000*	480,000*	11,004	Nil		-	-	-	-	-
Excelors, Soldstei, and Stratford open- Ages Junction	Werked by	the "Rest	and West	Junation*	and '	Stratford-	qua-d	001, 2	trocator, o	nd 35	Gend
Exater	Warhed ?	y the Grest	Western.								/ 1
Exmanth Design and Railway .	60,000	41,000	100,000	30,000° 30,000°	NU	- 1	-	-	-	٠	
Fulldand Light	50,000	6,603	26,995	348	Mil	94	5	NII	-		-
Felizatore Dock and Railway	150,000	50,000	200,000	150,000	-	- 1	-	1	-		
Feetlaing* · · · · ·	176,390	44,000	220,186	86,186	Nit	10,000 43,000	4½ 0	NII NII	-		
Fishguard and Rossines Ballengs and Horbours	2,271,500	822,500	3,154,990	1,000,000	NO	-	-	-	1,086,250	24	1
Forcett - · · · ·	84,200	11,690	45,000	34,200	5	-	-	-	-	ŀ	
******	1	ly the " Gree			1						Ш
Frohester, Yarmouth, and Newport	- Worked	by the "Inte	of Wines				١.	1			١
Present	5,771,80	2,483,489	0,500,764	(2,642,00	9 0	2,000,780	4	1	279,120		1
Gustang and East End	- Underto	sking sold o	the "Ke	out Read "	as from	the lat A	nly, 1	508, un	der Act of	E Sin	TE
	4			18,010	80	20,377	5	Na.	-		
Glys Valley Transvay	45,19	18,300	66,400	8,071		-	-	-	-	-	
Gerecks Justice and Postendon	This lie	in the troop was	tring and n	o returns n	re nevall	abla					

63,000 Nil

Vorked by North Lindsey Light

Sheffield District

BAILWAY REYURNS .--- 1908,

31st December, 1908.—ENGLAND AND WALES-continued. garanton, consolidation, or division of their stocks are given in sinilar below the totals, in the figures given in Roman type. CAPITAL RABIED BY LOANS AND DESENTURE STOCK.

CHITAL

Lonzo.

Share Capital	Amount	Rate of Interest	Assenst.	Rate of Interest	Debesters Féork.	December, 1968.	Diseaster, £307.	Cccs- nittees.	Con- punies.	
	4	Per oval.	1	Per sect.	6	£	£	6	£	
11,334	-	-		-	- 1	11,334	11,754	_	_	Dite not open for public truits yn Kirl Dompter, 1966.
Janelion*	Railway 6	очерк	mist Join	Con	muittec.	.				where he garantee and spile.
\$2,000	-		40,000	5	40,000	100,000	200,660		_	(*Preferred Stock, (1Deferred Stock,
372	-	-	-	-	-	372	-	-	-	Bullway setherized under the Might Railways Act, 2026. The cet open to public multi- on that December, 1936.
130,000	-	-	19,500	39	19,500	149,590	249,599	-	-	, transfer and
139,184	-	-	2,000 12,000	4	14,000	133,166	255,786	-	-	("The Company paid 7605, for rects and springer.
1,046,351	-	-	-		-	2,093,351	2,086,552	-	-	This Company's lines in Incient are worked under spreament by the "Great fourthern and Western" Company (Incient).
14,204	-		-	-	-	34,200	84,000	-	-	
1,811,976			2.996,123	3	2.096,103	7,017,999				
\$18,275	1 - 1	10	868,682	3	205,002	1,045,007	7,517,500 1,044,007	-	=	
Q. 15.										
47,383	1,500 14,450 2,300		} -	-	18,150	03,543	60,545	-	-	Cupitalised value of Read
2,079	-	-	-	-	-	8,6704	8,619	-	-	+ Morninel decrease of capital.

44,450 4 9,990,000 30,0000 4 73,777 13,8480 5 11,587,941 500,000 5,422,572 \$15,886 \$10,000 119,507 30,750 20,750 100,103 200,000 444,390 144,386

В

BAILWAY RETURNS.-1908.

10

Great Centrel and North Staffordshire Consultine. Great Central and North Western Joint

Great Northern

Exeter

				語		East of Trees	題	ALFARES.	Gen.
£		£	£	Fuc.		Per sess.	Per cost.	£	7.
2,000,000	-	2,000,000	-	-	-	-	-	8,000,000	3
Die conne	An exterior :	ropicty of 6 sader "Max "Great Con	akada Še	oth Je	order out	Altres	uka sa t		

- 1.00 (1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1

Temende													
Martin III and Polama 3,000 1,000 30,000 30		Essá Linzolnskáre	000,000		600,000	000,000	6	-	-		-	-	-
	â	Homeastle	68,000	17,000	65/650	41,000	61	-	-	-	-	-	-
Section Sect	72 8	Muswell Hill and Palace	70,000	16,000	80,000	70,000	No	- 1		-	-	-	
	8.0	Nottinghous and Granthess Rollway and Cazal	1,704,000	265,000	1,279,000	1,014,000	44	-	-	-	-	-	
	S S S S S S S S S S S S S S S S S S S	Nottinghers Schoolson	200,000	79,048	109,645	220,000	29			-	-	-	
	1	Stanford and Essentine	1 10,000	40,000	186,000	49,599 75,099	3	13,669 3,560	6 5	4 5	-	-	1

Great Northern, Pleasabilly, & Because on Great North of England, Charpers, and Hardinand Southern		4,693,300	£ 356,040	4	4	-	-	ŀ
Zarigos Pastos.	1 .	06,006,972	22 (11,005,908	5	5	25,613,602	5	
Great Western	15,716,975 27,413,653 106,121,829							

with regard to ospital swiftship 201,900 | 778,100 | 332,000

> \$3,000 58,000 1,304,000 423,000

Nil

18,128,644 64,817,807 54,425,222 1,079,123

600,000 61,690

65,640

BAILWAY BETURNS .- 1908.

ster December, 1908.—ENGLAND AND WALES-continued ownersion, consulidation, or division of their stocks are given in italiar below the totals.

> Debentere Lonns.

the Capital in suchested in the Returns of those Companies spin-Lyne, and Guide Bridge Junction" Companies. The undertakings of these Co-

17,933,056 4

89,970

310,928 912.915 2,582,670 2,599,011

814,000 42 814,000 3,893,660 5,595,920

10,000 10,000 83,000 \$0,000

1,400,000 4 1.429,000 4,544,400 6,000,100

1,530,504 12,571,074 1,000,404

56,000 \$5,000 383,900 881,900

131,934*

d image digitised by the University of Southampton I

24 4 92,665,566 95 (99.136 SERVERS)

Total

date in

8,044,225 8,545,501

17,720

10,000 150,600 250,000

176,176 372,735 MI.250

218,812 227,540 787,503

90,000

253,000 552,000

745,000 748,0002

72,560

brary Digitisation Unit

2,033,009

в 2

is the fireger given in Bossan type. CAPITAL RADIED BY LOANS AND DURGNTURE STOCK.

CAPITAL

Philips Sarkan Share

Capital. 1-pm.600

6,150,203

1.002.754

2,579,990

41,325,663 29,5853 15,233,463 3 15,353,549 59,889,000 59.000.000 S.000.000

4,00,220

\$20,000

4,000

74,000

250,000

149,000

1,560,000 19,8000 4 504,816 4 634,000 2,094,000 2,684,925

£065 450

12,536,179 250 44 27,233* 44

742,095

261,000

104,500

\$13,550

53,060

927 000

164a.

OTHER CONFARIES.

To Joint Com-

REMARKS

\$5,000 | Nagdistive value of Earl Real

Stock (Delicated Converted Ordinary Stock (Deplication) value of Tend on, as to Bellway and

*Depthalood value of Land Erect

Accounts to Stat Jeaunny, 1910.

2012005, bengoverby

the indured to which this picosh is untilled to the commission. For the year anding that theoretic, for interest weepaid at the ret

*Outsided rates of Land Rest Bases?

*Cuplicatives value of Land Executions.

stand value of Land Beet

1,908,6038

NAME OF COMPANY.	By Stares and Steek.	By Loans said Debesture Stock.	
	£		

"Birkenhand," "Easte · · Poster or circ "Birmanasa, and Cinrol Hope," "Hauser-raith and City, "Knowlers and Hersfort," Tenbury, and Herdard, "Tenbury,"
"Victoria Station and Puelles,"
"West Landon" and "Wey-mouth and Poetheel," Great Western and Great Central Joint

Researd Memorath

Tokyn Valley

West Cornell

Consensation Grandworth Valleys

Haltilex and Overdor Hampsonwith and City

Hayling Enihonys . Maldatane Junetice 85,000 43,000

Executive

Hult and Barnsley-

Halmfield and Southoveram Light

Here Year wall and Castleton Links

Norked by the South Yerkshire lep. Such Yerkshire

Hamber Connected Ballway and Dock. 1,380,000

12

120,740 945,498

8,500,600

170,000

345,000

Weeked ho

34,000

\$6,000 10,000

5,400,000

219,000

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Worked by the "Great Northern

433,200 1.733.550 305,101

55,000 226,000 199,990

FS. 000

73,300

913,000 211,040 945.493

340,000

112,000

8,713,910 2,203,000

221.003

BAILWAY BETUENS .-- 1908.

Nove.—The assessed by which the Capitals of the various Cosqueics have been necessary inspend to

90,000 15,140 60,790

Na

No. 1-AMOUNT of CATTLE, &c., upon the

Per cont.

50,000

79,600

15.065

These amounts are, in all once, included

PARE UP STORE AND SEME

84,650

210:500

300,000

correction in the figu	_{i,} openalidation, or division of their stooles s ₂₀₀ given in Rossan type.	tro given in italia belaw	the totals.
CAMPAL.	Capital radied by Loans and Desentube Stock.	PARS-UP CAPITAL, INCLUDING LOANS AND DESCRIPTION STOCK.	SUBSCRIPTIONS TO OTHER COMPANIES.

RAILWAY RETURNS -- 1908.

To Joint Com-mittees.

212,724

151,390

894,148 180,550

132,500

1,784 211.754 700,000

image dicitised by the University of Southampton Library Dicitisation Unit

18

1	Learn		Dobente	en	-	Distribus				
Total Pati-up Stock and Stoce Capital.	Amount.	Rate of Interest	Stock Amorat.	Rate of Interest.	Total raised by Loans and Debenture Stock,	Total on Sist December, 1908.	Z			

64,250 64,250

87,340

104,147

1,485,085 100,000 33,300

Eslivay C \$54,000

\$10,000

31st December, 1908.—REGLAND AND WALES-continued.

Total Pali-up Stock and Since Capital.	Learn		Dabenja Stock	rre en	Total	DWIESTW	uz Sycca.
	Amount.	Bats of Interest	Amorat.	Rate of Inferrest.	raised by Loans and Debonture Stock.	Total on Sist December, 1908.	Total on 32st Describer, 1907.
		Per	6	Per		-	

Note.—F	e sessents by which the Copile	No. 3.—AMOUNT of GAPITAE, &c., upon the als of the various Companies have been numbered by These assessed up, in all come, nedected
	AUTROSSES CAPITAL	PAID-UP STORE AND SELEC

	sad Stock.	Debesture Stock	Total	Amount	Euto of Dividend puld	Amount.	Preferential Fals of Uniford	Base of Dividend	Arment.	Grandon Nate of Davidson.	1
	1	A	£	£	Per cont.	£	Por cont.	Par	£	For	No.
	475,412	216.801	992,025 (177,100° 177,100°	4 25	84,092	4	4	-	-	-
Infe of Wight-	4/4/414	110,011	(177,350	-	34,902	4	4	-	-	
Islo of Wight Central	289,000	354,350	686,865	80,460	Nu	180,056	5	Мa	-	-	- !
Freelwater, Yarrough, and	171,000	54,500*	127,399	10,003	NIL	42,000	5	Nit	-	-	-

211,663 19,555 Nil

198,744

6,795,489

Freeheater, Yarrouth, and Newport.	171,000	54,300*	172,500	10,083
Navport, Golshill, and St. Lawrence.	120,000	43,000	160,000	3,950 55,025 55,025
Kerk and Enst States Light	335,000	65,000	200,000	69,768

14



MITAL	Carr	Den	NTUKE ST		S AND		CAPITAL, LOADE AND EN STOCK	SUBSCIENT OTRES CO	TROPS TO	
Total Polici-up	Loare		Dabunto Stock	iro	Total mised by Loans	Total	Total		To other	BEMARKS.
Share Copinal	Amront.	Rate of Interest.	Amount.	Rate of Interest.	and Debenture Stock.	en 31st December, 1906.	an Hat Dramber, 2007.	To Joint Com- mittees.	Railway Com- ponies.	
٤	£	Por cont.	£	Per sens	£	£	£	£	6	
438,319	6,0561	5	196,900	4	205,956	944,388	609,968		-	"Bretered Councilet Ordina Stock, (Befored Councilet) Gritte
198,502	-	-	27,000	4	27,000	050,500	250,902	-	-	Historia Connected Switzer Storia (Cognitation) value of Land Na obscupa.
273,845	7,866*	5	119,995 125,999 70,000	3 4	228,870	000,365	205,585	-	-	(*Outsides) value of Lac East-charges.
184,061	-	-	99,000 71,377	35	91,877	205,458	- 205,455	-	-	"The Compute y's also ackback to make the sum of 20,000." At lares of Debendanc Shool (Sokerest not paid.
122,000	20,700 4,900	6	16,400	4	40,000	160,000	100,000	-	-	("Ordinary Shares. 12 referred Shares. (Deferred Shares.
08,702	-	-	12,000	4	19,000	73,760	78,702	-	-1	0
115,000	-	-			- 1	113,000	215,000	-	- 1	(Endiney antiburied under the Light Endineys And, 1906.
111,610	-	-	149,000	45	149,000	400,000	400,639	~	- 1	
45,750	-		-		-	49,750	40,750	-	-	
-		-	-	-	-	-	(-)	-	- 3	Enforce archecised under the Major Receivers Act, 2006 5 Control had been select 100 December, 1000.
140,000	-	-	40,000	4	40,000	180,000	20,530	- 1	- 1	
33,555	-	-	-	-	-	13,255	-	-	-	Telegraphy and animal
560	-		-	-	-	500	-	-	-	Tail very netherized under the Taiph Bails way sectation. The not open the public besides on the October 1998, "Mayouts subhedued to It advanced by various Lee Anthonical by various Lee Anthonical by various Lee Anthonical bound to see the Company 50,000 depicts for control and fifteen below the Company 50,000 depicts for the Company 50,00
F1,985,417	18,000 10,200 200 360,000	3 34 3	10,887,749	3	20,270,040	70,963,650	69,832,500	80,500	594,000	Piles Travery have else opta- fo lend the Company St.00 st.blesh to contain quidition "Histories Rate. (Capitalised value of Land Rec- cherges.
TANKE	-		4,132,004	3	4,152,004	11,479,008	11,473,689	-	-	"Today Act 80 8 St Vict. p. 50
198,744	-	-	-	-	- 1	206,744	288,744	-	-	"Tuder Act 80 ft 81 Yich. n. 187 the little was vested in 18 Emparison ord. Turchels Company on Trum the 11 Zely 1887, majoret to the payment of cryst-shape in consumpaneously for Stynam
80,330	-		-		-	693,190	696,786	-		* Under Act 60 & E TVini. 4. III. So the See was vertical for the See See was vertical for the Lanconhier and Tvirials for the Lanconhier and Tvirials for the Lanconhier and Tvirials for the Lanconhier and Dahreston Excellentanged for the Lanconhier and Twirials Lanconhier and Twirials have been proposed for the Lanconhier and Lanconhier

16

Liverpool Overbend Liverpool, Sautisport & Preston Junction

Liandlio and Lampster Light

Lianelly and Myspid Moor-

Lowler and North-Western -

Gold and Denbiah Junetien

Loudes and Bisolmoli -

Louden and Organish -

to or weeked by the London Charmwood Farest

	Autu	onness Ch	PETAL.					PAR	er Stock	AMD	8
		By Loans		Orilas	ary.	Pref	eformatial.		Gaussia		
NAME OF COMPANY.	By Sharm and Stock.	mid Delauture Buck.	Total.	August	Direct	Amount.	Trolorential Rate of Serviced	Division Division	Amorat.	Sain of Divisional	
		E	- E	E	Por evel.	1	Par excs.	Per rest.	ε	Por medi	
Lee-up the-Selent	20,000	19,000	40,000	20,980	NI	-	-	-	-	-	1
Lack and Hemisted Falley Light .	Worked !	g the North	Stoffendali	ire.							
Linkowst and Orendon · · ·	Worked i	ly the Liebr	 nord mod La 	ec. 						l	

BAILWAY RETURNS,-1908.

Note.—The accounts by which the Capitals of the vertices Companies have been research; in These accounts say in all reas-

304,000 23,825 NO

45,000

Lorsed to the Great Bestern.

Worked by the "Booth Engler

Undertakings incorporated in the "Languages and Y

673,000 78,000* 76,0001 76,0001 NAME OF

331,297

noton Library Diotisation Unit

1/8/60 NV

112,000 \$5,000 |

7,200

6 20,100,600

No. 1.—Amount of Capital, &c., upon the

Total mired by Leans

34,000

14.000

206,500

45,990

3 30,178,374 105,007,134 100 QM 400

0.014,032 35,677,490 18.607.675

31st December, 1908.—ENGLAND AND WALES-continued

CAPITAL HARRED BY LOANS AND DEBENTURE STOCK.

Debentare Stock Loans,

en 31st December: 23,250

33,351

44,800

801,440

MARKE

Zote!

To Joint Com.

SUBSCRIPTIONS TO

OTHER COMPANIES

Rullway

CONTAG

Total Prid-tr

Share Capital 20,000

(8pis 980,780 1,310,560

159,000

\$25,000

85,590 10.5014

12,9156 6

167,001* 6 00,000,001

9,484,983

45,000

ted image dicitised by the University of Southampton Library Dicitisation Unit

60,360 250,215

48,000

116,520 084,215 201.995

205,000 205,000

110,570 585.215

201,650

sed value of Land Best-

died take of Rest

(Converted (absorbuses

(Expended for additional works

London, Charleson, and Dover . Leadon Corporation (Ferrigo Cattle Market, Depiters, Railway)

Loudon, Tilbery, and Southers!

Louth and East Coast -

Lympon and Bernstaple -

Manchester and Milford

M underster Ship Const

Hayling Bailway So also " West London Extension "

	Autu	INDID CAR	TAN-	1				7.1100	r order y	13 D
				Onlinery.		Prefe		Олимпро		
	By Shares and Steele.	By Loare arel Delenture Shock.	Total.	Assert.	Eate of Dicitand paid.	Amonat.	Profession Sate of Sprident	Rate of Directored past.	Arsonet.	Gaaceer Land
-	1 6		2	£	Por cort.	6	For cont.	Twr cont	£	2

North -- The seasonth by which the Capitals of the various Companies have been seeinally introved by

No. 1.—Amount of Capital, &c., upon the

						5,987,938* 6,993,6387 6,915,4307	5 <u>1</u> 6 14	6,421,966 (0,944,425	34 4	34 4	191,980	1
Louisn and South-Western			34,512,922	15,045,508		6,002,600	-	050,940	*	4	145,688	i
Bullelgh Saltesten North Curronall			00,000	20,000	90,000	00,000	3	1	=	=	=	
Nosty Cetrosty	٠.	6140			200,000	75,000	4		-	l -	-	١.

BAILWAY RETURNS.-1908.

worked by the	Moth Cornell Lazzonian and Halwill Separate Capital Lazzonian and Delabale Soponia Capital Watchesige Separate Capital Publics Separate Capital	150,000 187,000 188,000 80,000	60,000 62,000 50,000	85,000 200,000 200,000	75,000° 95,000° 197,000 45,000 17,600	4 11 36 NU 8		-	-	305
3	Physicatis, Deresport, and South- Western Juneton	855,008	214,000	1,159,090	\$20,000	29	300,000	49	43	145
Joseph J.	Solution Edwar and Market	12,000	4,000	22,000	18,400	45	1,000	6	4	-

13.	Pariston Separate Capital -	30,000	- 1	0.000	3,,	- 1				
d to ex	Physicatis, Devergort, and South- Western Junetion	855,008	214,000	1,159,000	\$20,000	23	300,000	49	43	165,
No.	Salisbury Rollway and Market	12,000	4,000	22,000	18,400	45	1,000	6	4	-
-	House Spiracoust	66,000	22,000	88,000	89,391	4	-	-	-	-
	edse " Enton and Church Hope," West Landon Extension," and "Wey- worth and Portland."				13,319,368* 13,311,490*	42	9,567,589			L/sc
Loe	den, Brighten, and South Coast .	22,727,000	7,537,004	20,264,934	3,551,480	3)		1	١.	١

KT 900 44,120

35,000 1,933,850 821,250 Gg 245,600 Nil 1.664.100

1,336,000

55,390 158,330

Southampton Library Digitisation Unit

85,000

Worked by the " Stath Restern and Chatham Bulleany Co

\$4.968 NII

\$10,6000

16,000

40

3,999,961

106.763

PAID-UP INCLUDING DESENTE:	LOANS &
Total	Total
on Slet	on Stat

SUBSCHIPTIONS TO OTHER COMPANIES.

HAILWAY RETURNS .-- 1908.

Met December, 1908.—ENGLAND AND WALES-configured. convenien, constitution, or divinion of their stocks are given in stoker below the totals. In the terms given in Recurs. type. CAPITAL BASSED BY LOANS AND DEZENTURE STOCK.

> Dobenture Loans.

> > 14,005,003 14,719,976 88,937,494

2.532,980 4,582,590 9.681,900

82.000 82,000 249,000

00.000 50,000 200,000

220,000 220,000 1,665,000

22,000 22,000 4,621,716 98,817,150

5,000,470 1,306,938 44

1,286,000 1,232,000

Total Paid-us

G 187 450

1998,004

65,000 150,000

187,000

153,000

87,500

805,900

14,400 31 32

59,530

\$1,715,477

851,525

64,500

60.120

3316050

dw. VI 14,568

9,665,690

450

25,000 31

4

3,000 3 Total mond by Loans mid

3,000

56,000

3.600 18,000

21,500

\$5,000 25,000

1988.	1907.	mittees.
£		£
917,424	60,016,000	1,341,987
281,900	8,248,540	-
63,000	62,000	-
-	-	-
200,000	200,000	- 1
249,000	#49,000	
200,000	200,000	200
87,500	87,000	~
,6ex,000	2,019,500	-
18,030	28,000	-

81.239 \$1,000

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erred Stock. rred Stock.
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throise Black. Devel Block. small Block stalland rathe of Lax- ab-despts. ab-despts. atend reduction of Copital.
licary Shares. Serred 25olf shares. Serred Half Shares.
light to the provisions of the 12 of the shoothoder 15 of (Hashon) And, 200 of (Hashon) And of (Hasho

19

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201,8850 80,845 82,800 \$6,000 4.737.278 674,680 15,150 255,766 10,521,000

15,000 18,450 48,900

BAILWAY BETUBNS.-1908.

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lon	401	The Coolin	is contid	od tornaly

500,000

20

Maryport and Carlinle

Marshiry

Wednesday By Christopher Control

Michael 1

'n Yorkshire Dalos

Molropolitas District -

Blahmend Extension

Tottenkam end Forest Gate

Northern Earl mays Joint Cus.

Marynest Englysays and Dooks -

Mathley Stationy Joint Committee Matropoliten : Enilymy Capital

Surplus Lands Copitali-

See calso " Hannas eventah and City."

110,900

chalv by the " Le 888,700 800,000

5,406,390 527,593 Nil

The line is the joint property of the "Great Northern,

2,040,503

\$16100 17.0TL003 5.132.005 5,922,041 8,640,911

Metropolium and Great Central John Copied provided by the "Metropolitum" and "Great Central

Metropolitan District | Litter owned by the "Metropolitan " and "M miny is St. Mary Guy) - Worked by the "Bouth Eastern and Chathan Reals

151-612-070-42-574-951

000,000 200,000 800,000 285,000 225,000

\$3,000

ted image digitised by the University of Southampton Library Digitisation Unit

25,000 225,000 2,765 Nil NU

3,895,376 14,388,040

200,000

84,000

44,130 775,800

22,000

3,935,000

NI

2,116,650

570,000

7,582,354 41

150,000

stean District " Railway

9.705.890

3,100

25

No. 1 .-- AMOUNT of CAPITAL, &c., upon the

BAILWAY RETURNS -- 1968

51st December, 1908.—ENGLAND AND WALES-continued

UNISIS

120

Utuse NUMBER

100,000

2I

	E	Per	£	Yer	5	4	6		-	
4,39	-	-	-	-	-	44,130	44,139	-	-	Extremel at the rate of 3 per cent per ASSES was prid for the year ording list Nursh, Dist.
Cusystale	n, and he in	eluk	el in 600 Li	oburn	of Ubaso	Semprades.				

TT1000 1,0000 5 107,066 4 110,003 896,666 850,035 — — (** Objector)

224	-	-	-	-	-	334	224	-	-	(Like not open for pubbe imale on State Doomber, 1708.
5,000	4,745	5	-	-	4,743	25,745	65,746	-	-	
1001,779	-	-	(740,354 780,988	3)1,688,342	3,099,712	8,680,720	-	-	1
191,530		-	-	-		816,258	819,100	-	- 1	

24,000	9,150	1 "	-	1.	4,743	30,745	53,748	- 1	-	
1/61,179			(740,354 780,988	3)1,688,342	3,099,712	8,689,770	-	-	1
181,537		-	-	-		816,258	819,100	- 1	-	
line"	albray Con	nbest 	ios ; the Cu	yasız	is included	in the Rota	me of Shore	Desputation.		
1214,00	50,560*	4	Lagosta	31	4.600.HI	16.677.697	re ren med	979.496		/* Treptpekin Debouture Stock, repossible

						4,747	30,110	100,780		_	
١	LISCI,579							8,689,770	-	-	1
١	100,000		-	-	-		816,258	819,108	-	-	
,	ion'I	inihray Con	nbest 	ion ; the Ca	yisak	is included	in the Boin	me of those	Zorapanien,		
ŀ	1214,000	50,560*	4	4,450,253	33	4,600,81	16,627,917	19,130,880	979,496	_	Companie Debouture Stock, reposite

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000,503

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					Na L	-Anous	er of	CAPIT	u, de, i	1000	Ga .
2	iore.—The se	greately s	ables the C	spitale of th	r sarte				nonebooks in all our		
	AUTIDAG	sen Carri	Ale						r Stock		
				Onlinery		Prefeco	dist.	7	Gaus	ation).	-
NAME OF CONTAST.	My Steeres B.	gast ,	Detail.	i.	.	13	الد				-
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idhad ani tiwa Nathan Rakways	fantan		300,000	e du colid	hand "	val "Nort	h East	- 1	1,200,000 bilbony Co	3	1
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bland and South Western Janobles.	HH5,072	JRC343 U	, encess			-	-	-	\$1,834	2	
al Lincelmatre Light	729,000	40,000	1MAXXX	- 1		-	-	-	-	-	
51 Seffelk Light	225,000	25,000	301,000	63,520	Nil	71,710	4)	Na	-	-	١
Eliopi Haven Dock and Ballway	140,000	05,000	116,000	74,230	NA	-	-	-	-	-	1
fold and Darbigh Juveton		y the " Loud	ies und Nur	th-Wishes.	.						l
finables Barbray and Fire	105,000	35,330	141,730	66,353	63	24,900	*	*	-	1	١
formell Poll and Polare	Worked & 984,750		Lisages	296,730	Nit	400,002	4	¥	-	1:	١
leads and Reson -				1.250	Nit	267,463*	1	1.		13	1
Seath, Pentardawe, and Brys-Aman	558,000	195,000	744,091	-	cul	_	1	1	1	1	1
Support, Guistiii, and St. Lawrence		g the "Title		instrati."				1		1	1
Nidd Falley Light Korfolk ami Naffolk John Hallways Con		ndfand Corpo		r lor the *12	res l'a	stem Rail	ing c	i magnes	i "aud lè	-35	itsat
nettion nettion Nettinggion and Bushary Junetics	- 015,600	petal le pare easy east t'é prépas	Lataine	TN 201	Nil	115,000	1 6	NII Nii	-	1	1
North and South Nateble Effectals	- bn,oss	60/231	\$10,000						-	1	۱
North and Scotle-Worlern Jenetics	. 145,000	33,910*	120,000	195,611	71		-	1 -	-	ı	1
Rorth Commil	- Worked	ky the" Lee	unders record No.	eth-History						1	
				(81,416,592	53	14,710,96	4	4	3,513,3	18	4
North Eastern	- 61,416,046	25,173,163	05,005,800	K			1	1	835,2		,
				209,310	eş.	200,020		1 3	21.5		4
Sha Great North of Englar	51,391 sol		74,000	41,970	3	13,735	1 '	1.	1		
State Greek North of Englar Chemes and Hardey Junction State Greek North of Englar Chemes and Hardey Junction Seal Science Seal Sci	950,000		20,311	284,210	28.		1	1	-		
	1,390,000	1	1.	34,424	Nil	1	1		1	1	
North Linday Light	Workel ages on	by the Great	1	2.031,410	31	221.00		9	4 -		
Ser also " Neetle arel South West Junetice."	ern	1,000,000		3,994,600		700,16 3,183,6	9	3 3	1,170	900	6
North Scotteriolder	8,939,47	3 7,187,92	11,117,336	30,10			Et	1	-	1	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Bey Style	97,00	45/85	16,3%	NW	-		-	-		
North Sundayland Light	31,0	20,31	10 41,15	1450	o N	9,0	91		ea -		

1.990.000

1,397,653 1.357.453

> 1,050 1.050

193,600 104/00

79,558,767 24.635.222

> 22,619 72,512

> 24.433 14.4%

3,971,995 4.971.895 24,153

1.521.552 1,891,000 80.023

25,653,082 215,000

51,150

" and is included in the Between of that

Stat December, 1903.—England and Wales-medianed. by conversion, namedidation, or division of their stocks are given in Malies below the totals to the figures given in Russan true.

> 10/1 1,004,783 1,091,346 2.891.849

\$0,000 50,000 185,900 178,847

45,431 45,483 119711 119.711 71.983

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CAPPTAL

Total Faid-us

Capital

1,200,000 acital is

> 197,068 9,000

41,824

133,500 74,930

77,083 664.A33

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229,730

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15,290 9,591

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RAILWAY RETURNS --- 1908.

Maghalited raits of Real

Nominal reduction of orgital

Clas not open for public treffo

(Line not open for public deaffice on stort December, 1916.

"Minimum man, 44 per cent; management 5 per cent.

23

AUTHORISED CAPTEAL Onlinery NAME OF COSTRANY.

24

North Wales Narrow Gauge

North Wood London Nuttingless and Growthess Enthusy and Const.

Nottingham and Betfork

Nottingham Subsulan -

Pesilwyz · · Plymouth and Darteron

Figuresch, Dance Western Janeties Demograti, South

Partie (Social Wales Mineral

Deletile and Changester

Rhowlds and Stance Box -

Babertshildge and Preumery Light

Bowrsh and Kulton Fell Misseal -

Princeteen Bavenglass and Educate

Blywner

Busy and Marries th

Meel Tryfon Undertaking -

Nottleghern Johnt Station Committee -

Oldbern, Askers under Lyne, and Guide

Opted and Aplebury Transpod -

Padetew, Bedrathan and Mawgan Light Poserth Esteuries Penarth Hericar, Dack, and Deilesey

Pertunder, Reddgelest, and South

Port Talbot Bailway and Dooks

By Skener and Stock.	gad Dalordere Stock.	Total.	Austri	Esto of Dycklerod paid.	
	2	ž.		Por real.	

RAILWAY RETURNS,-1968.

105,000 55,000 100,000

160,000 3,000,000

Leased to the "Great Narthern." 1,250,000

1,100,000 . Worked by the " Great Northern.

266,694

Worked by the "Metropolitan and Gre 100,000 25,000 125,000

> 151,310 25.000 80

2,350,059

Worked by the " Leasing and South Western."

190,000 494,000 moon 000,000

218,790 Worked by the "Great Western.

> 12,000 48,900 24,000

Working by the " Great Western

29,000 13,000 23,000

Laured to the " Tief' Vale," 60,000 20,000

201,000 55,500

1,340,000 500,220 1,500,500

197,210

49,000 7.500 57.160 49,500 NO

80,000 46,000 120,000

St. Assiell and Penturus Ballway, Private preprints. (No stated empire). Substancy Railroug and Morket Horse: Worked by the "London and South Western." d image digitised by the University of Southampton Library Digitisation Unit

Warhed by the " Great

1,600,990 1,953,000

37,623 81,000 Nil

> 33,616 NVI 105,270

NI

76 003,000

1 607,000

\$6,930

NOTE.—The numerate by which the Capitals of the various Compenies have been nominally broad.

These success on, in its contribution, being the contribution of the con

No. 1.—AMOUNT of CAPITAL, &c., upon the

Preferential

17,300 Хz

Joint Connector!

PAID-UP STOCK AND SHARE

1,120,960

Gaussiani.

raised by

2,845

nici December, 1908.—ENGLAND AND WALES-continued. tion, or division of their stacks are given in it

Debenturo Lossa Total

> Ameent Debertu

convenion, cornelidation, or divi-

150 39,477 5,563 6,940 46 48,040

CHEEKL

Told up look and Share

13,565

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4,000

37,820 900,000 4,000 20,770

\$0,000

Utop acco

160,000 1,000* ŧ 55,7925 , 82,723

\$6,000 9,000 6

43,500

2316,090

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35.59/

BAILWAY BETURNS -1908.

8,000

460,000 4 400,000

7,500 7.500

10,000 4

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120,405 3,940 10.100 1,170,200 43,000* 27.692 200,070 50,000 1,610,520 250,703 22,000 67,000 9.534.715 579,411

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2,040 5,040	~
20,100 270,880	=
40,000	-
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11,748 800,870	-
80,000 874,880	-
145,050	-
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87,000	-
,000,040	-
578,948	-
	-
46,850	-

of a fee MIPTOUS TO COMPANIES To other Halbray Com95

D

NAME OF COSPASY.

South England

e sancervini	ky which	the Orgitals of the	No. L—AMOUNT of various Corquesies have These assume	CAPITAL, doc, upon the boun numberally increase are, in all cases, include
CLIFFE CAP	PEAL.		Par	D-QP STOCK AND SELE
		Ordinary.	Preferential.	Genrateel.
Eg Louis and Debeckupe	Total.		3 3	2.76.7

	Stock.	Dubenture Stock.	Teen.	Awent.	Rate of Division paid.	Armut.	Perfection Section Decision	Esse of Divisional posts	Amount.	Description of
			4	£	Per send.		Por coul.	Zer cont.	4	Por
	Private p	reports. (A	Ve stated e	pital.)						
1for	Wanted to	rise = Neet	. Kenters	1	1					1

agademicat Ballway and Harbon

Worked to the "Reach Eastern and Chatkern Ecology Companies Managing Committee

50.5 NU

986,000 155,831

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Surboreigh, Brallington, and Enling Justilia	Wat	Worked by the "No	th Eastern."							
Besideth and Selten Justices		311,000 200,000	#24,000	-	-	-	-	-	-	ŀ
Singfuld District		Worked by the " Gr	of Control."							

Sheffeld District			Worked b	y file " Gree	of Control."		-							
Shormbury and He "Great Wards and North to respect of Excepted."	relord cn" and fertern" i he" Blove	*Londor Somptoda ulvary na	678,000	-	635,000	-	-	-	-	- !	90,000 880,000	29	P	
Saxopehire -				-	***	-	~		-	-	-	-	-	ı

and North Western in respect of the Ecceptual."	tarra Bla	Con	Total Party	des and									*********	·	ľ
Skrepskire	٠		٠		- 1	-	***	-	-		-	-	-	-	-
Stropoláre Union Zer	Aony	y and	On	al-	Lescol to 6	to " Zonofer	and Nor	A-Western							
Sidnest					Firsked by	the * Zond	on and So	uth-Wester	ď						
Fraitheack District					99,890	6,000	20,000	20,000	Nã	-	١.			-	

1,004,013 \$350,013

Enterp and Chatham Enterpy Line would by the 'London, Chatham and Dorrer' and "South Eastern" Ballway Ompani spanse blanging Occasions 503,800 LAST,600

			Dill Love	At Marc	1100I	.00.		
h	nber, 1908.—J xı, consulbistice a giren in Boxx	. or division of	WALES-	-continued. nos gárea is	stalics belo	er tibe totals		
CAPITAL	CAPITAL B.	AND BY LOAD	ES AND	PAIR-UP INCLUDESS TORRESTEE	CAPITAL,	Streeting orders Co		
Total	Lonas.	Debootsee Steek,	Total relact by					
Puid-up Stock and Share Cupital.	Amount. T #	Ausourt. 8 to	Locat and Debusture Stock	Total on Shat December, 1908.	Total en 32st December, 1907.	To Joint Com- mittees.	To other Railway Con- possion.	

27 -

		an type. Assun BY Los
CAPTUL	Den	ENTERN STOCK
Total	Losas.	Debusture Steek,
Puid-up Stock and Share Capital.	Amount. 1 feed	Amount. 8



2,000,550 3 173,600 35 680,766 35 1,600,065 4 1,000 45 4,340,440 0

2 Library Digitisation Unit

28

Seatisport and Lythna Tennesed .

Seeth Western and Isle of Wight

South Yorkships John Line Committee

Stotlesion, Elalet and Hillispier Light

Brodford-spen Assn. Towerster, Middaul Junction. end

Personal Enterplan .

South Water Mineral -

Systhycki . . .

South Turkshire Junction

Stamford and Essentius Stockshridge - -

Sutter Bridge Dock

Tad Valo" -

vala.

TalyOyn

Towest Falley Light

Turpotley Light -

Dright Falley . . .

Thickest Lagra .

Traffeed Park

Techning Great Western and a and North Western Oss as respect of the Techning ra " and "London Vestern" Companies 20,000

Policelan and Perut Gate .

Sunnes and Munkles .

	Nora.—Th	e amounte l	y which ti	es Cagitale	N of the	o. I.—As rariona Cor Ti	TR'U00 openie openie	of Ca		o., upo mily to more, in		
		ORNED CAL							-Ur Stoo			
NAME OF COMPANY.	Dy Sheen	Br Loans		Ordina	ry.	Fred	erestis	1.	Gear	Antonia.	_	i
		and Debestare Stock.	Total.	Amount.	Balls of Divisional past	Amount.	Professible facts of Edvisions.	Rate of Dividend yeld.	Arsoust,	Cenemicos Rate of Dividued.	Drawbond out	
	£	6	£	£	Tur cep5	£	Per coat.	Zer cent.	£	Per cont.	Per	
Souther, and Colchester Light -	- 414,000	188,000	559,000	-	-	-	-	-	-	-		

Southwest and Charles Lines Extension Worked by the "Charles Lines Committee." 280,000 \$3,550 273,550 40,000 Worked by the " Peri Talbet Radinay and Darks

> 'orked by the "Bull and Berneley," Worked by the "Great Northern.

See under " Best and West Junition."

957 000 1/85,000 772,999

Worked by the " Greateries "

Worked by the Great Western

Powers transferred to the "Great

Worked by the " Mulliand "

Worked by the MassAnter Sho ed by the University of Southampton Library Digitisation Unit

170,000 40,000 75,500 8,190,000 2,702,711

90,000

15,000

\$30.000

49,000 \$8,000

69,000 23,000 92,000 35,000 XII 25,000*

50,000 10.000 40,000

270,000 89,900 330,005 114,840 Nia 17,200

120,000

8,230,577 1,581,559 10.222.000 5.511.000 332,544

15,000

35,000 5,000 20,000 15,000 NII

60,000 20.000 90,000

273,000 1,080,000

15,000 NG 87,000 39,910 Nil

9,000

to is the joint property of the "Great Central," "Great Nor-included in the Returns of these Companies

\$5,000

CAPITAL.	CAPIT	DEE	AMED BY DESTRUCE ST	OLN OCK	E AND	PAID-TO DELICORS DELICITORS		SUSSCENE OTHER C	TISSS TO	
Total Paid up	Loans	_	Delents Stock	ro	Total minuting	Total	Petel		To other	RINARES.
Share Cupital	Апочий.	Bate et Intarest.	Anoust.	Bate of Integral.	Loszn sayl Dobseture Risek	on Shia Desember, 1908.	en 32st Dtressler, 1907.	To Joint Caus- mittiess.	Bailway Com- panies.	
£	£	Twe	2	Zur coni	£	£	2	6	£	
-	-	-	-	-	-	-	-	-	-	Bullerry surfaction trader in light Extract Aid, 1990 No copied had been pile at 1211 December, 1990
43,000	4,004	6	-	-	4,894	44,004	11,814	-	-	Tailbear matherised under Light Railways Act, 1806. Line tok open for paids from on East Fenoment, 1996.
15,000	_		_		_	15,000	15,000	_	1_	Line not open for public ter on 23st December, sich
63,910 Yarkohire,		4	12,000 8,540 ad "Norsh	5)	18,876 stern * Ha	63,586 Heray Comp	67,775 union 1 the	Capital is	-	Opplished value of his disages.
60,000	4,000 11,000	4 5	-		16,000	84,000	81,500	-	-	(* Birthod guaranteed Meses, Stored For and Educated
-	-	-	-	-	-	-	-	-	-	Entway authorized teader Main Relieups Act, 2000 Eq. capital had been raised that Encounter, \$200.
139,040	35,000 9,000	44	-		51,793	190,740	169,740	-	-	The Company has graciful fi- stanged to the seasons fell singer-mores. The fe- ary to-sufficient to pay to enarges.
115,500	-	١.	20,000	4	30,000	145,500	146,600	-	-	Deductables worked by dwamm Improvements Transverys Company.
7,885,211	-	-	1,500,504	3	1,530,008	9,421,499	0,821,669	-	2 -	"In addition to pering into on septial, the Company of \$1,000, for Republica, do.
2,540,844	-	-	807,092	8	207,791	5,794,185	3,754,125	-) -	(EE,000) for Republical dis.
15,000	-	-	5,000	4	5,000	98,900	20,000	-	-	
772,600	-	-	77,510 179,690	25	227,000	1,020,000	2,009,500	_	_	
15,000	-	-	-	-	-	15,000	25,000	-	-	Accessed to the Kith Replace 1996.
-	-	-	-	-	-	-		-	-	Eathway applicated under Light Eathways Act, 1994. We registed that rolling Star Documber, 1994.
30,600	-	-	-	-	-	20,000	20,000	-	-	
Transfer)	Onlar, 199							1		
Transfer)	Onlar, 199									

		•
		B

NAME OF COMPANY.

Vale of Glessorman

Vale of Rheidol Licho

Victoria Station and Piralleo

Wattleed and Edward*

West Chessosil

West London

West Semonst

West Lescophics

West London Extension

West Sonspec Mineral*

Weynersth and Portland

Whitechapel and Bow

Wester, Chevedon and Pertishend Larlet Railwayer.

West Biling Committee (West Ediller

Witney, Burfied, and Andersanders

Wolverbarapten and Chargock Charge .

Westride and South Croydon Julea

Weathridge and Bawdsey Light -

Wrotekens and Ettermere

Torkshire Dales

Welshood and Limfoir Links

20

AUTHORISED CAPITAL Shares By Loans

Debenture. 16,000

117,500

100,000 400,000 518 NR

Worked by the "Gambrian,

Ser under " Great Western."

150,000

555,000 165,000 740,000

193,000 43,700 143,700 28,800 NIL

78,000 55-000

75.000 25,000 105-000 25.000 411

1,550,000 285,000 1,455,000 1,800,000 Nil. 290,870 283,600 9,530

854,000 332,570 1,176,670

150,000 30,000 900-000

276,000 90,000 380,000 158 NIL

95,000 20,000 128,000

Line owned by she *

Worked by the "Combries"

Worked by the "Midwed." TOTAL ESCHARD AND WALLS! - SURLING TO SUT, SUR, SUR, ATL, DOLORS SUT, 222, 47 d image digitised by the University of Southampton Library Digitisation Unit

Laxed to the # Green

Disdertaking incorporated in the

Total 67,900 Worked by the " Ounderies."

850,000

190,000

Line swood by the "Great Control" and

BAILWAY RETURNS .- 1908.

Norm.—The amounts by which the Capitals of the various Companies have been manissily interesand. These sustaints are, in all onces, included

Ordinary.

61,000 100

995,000

555,000" Nil.

42,800 Nil 50,000

nder, Brighton, and South 4

" Greak

No. 1.—Amount of Carrral, do., upon the

Preferential

PARTS UP STOCK AND STARS.

Guaranteed.

be converted	aber, 1908.—ENGLAND AND WALES- e, convolidation, or division of their stock s given in Homes type.		e ti
CAPSTAL	CAPITAL RAISID BY LOAMS AND DESIRECTURE STOCK.	PAID-UP CAPITAL, ENGLISHED LOANS &	88

BAILWAY RETURNS.-1908.

ha totala.

, 120 407,000 538 838

666,000

200,000 100,000 100,000 100,000

180,880 180,899

í

CAPSTAL.	CAPITAL E.	RESTURE STOCK	DEAY E	PAID-UP ENGLUSING	CAPITAL, LOANS &	SUBSCRIPTIONS TO OTHER COMPANIES			
Total Pant up Stock and Share Capital	Lenn.	Debesture Stock.	Total mised by Leases and Debuggers	Total on Nat Docember, 1908.	Total on Slot December, 1807.	To Joint Com-	To other Railway Cou-		

16,900

518

150,589

51,/39

1,000,000 16,000

168

2 2 0

16,900

27,683 79,600 79,600

30,000

10,750 4 25,000 160,600 AND,600 10,750 44 375,000 1,675,000 A.575,000

> 22,606 312,605 215,685 27,606 27,666 27,005

жы	Je 10 Si	

Dire and Synthes lasted to the "Great Worters" and "London, Chaldaum and Born," Bulleau Companies.

tallyny wykloriaet make khe Laglo Kallyeny Ari, 1886 In Copial hall less reland sk Stat Scorphy, 1988.

31

1,000,110,6701,004,070,477,467 7,901,843 TOTAL ENGLAND AND 167,442,153 407,446,053

62

Arbeostk and Forfer

Culturder and Oben

Dendes and Newtyle

Cuthourt District

Solvey Junction -

Country and Discoult Lists

Dander and Moretale Edinburgh and Bothoute

Louised My av warked Lanselukire and Ayrobire

Breckin and Ednell District

250,000 10,066

49,560 14,160 93,600 20,400

1,058,000 \$29,000

284,000 194,230

140,000 20,000

97,000 9.600

200,000 354,900

462.535

Lound to the " North British."

No. 1.—AMOUNT of CAPITAL, &c., upon the Norn.—The amounts by which the Capitals of the various Companies have been messionally increased by These amounts see, in all cases, include

	Arm	ceasure Cu.	PPZAL.	PAID UP STORE AND BELLER								
NAME OF COMPANY.			By Lones and Oubsetters Stock	Total	Ordinary.		Prefocutial.			Garanteed.		. [
					Ameunt.	Nata of Dividend paid.	Aucunt.	Bate of Dividend	Pace of Diriffeed past.	Amount	Custom tood Bate of Dividuod	Bate of Dyndrad
	-		£	£	a.	For cost.	£	Ter once.	Per cost.	2	Tur test.	Per
Arbesoth and Forjer		Lexued to	the "Cales	losies."					23			-
Agr and Maybale		Leased to t	he " Gleager	and South	Western.				U			H
Barlebox Light		13,000	0,666	99,065	15,141	Nn.	-	-	-		-	-
Breshin and Educii District		Worked !	y the "Cale	danian."								

кä za. i NII

199,900

427,000

284,000

111,660

20,785 103. 4,000

535.350

1,417,000

145,879

2,153,504

40,000 84

31st December, 1908.—Scotland.

convention, reconsistants, or division of their stocks are given in itelite below the totals, in the former street in Regular 1800.

CAPITAL	Carr	Des	ANTURE P	TOCK	K AND	Para-tre Incaturent Danserrun	CAPTUAL, LOANS & E STOCK.	Stuncess orithm Co	THUS TO STAKES.	
Total Projets	Loors		Helenda Skook	ire	Total raised by	Total	Total		To other	RIMARES.
Shore Cupital	Авонь.	Esto of Jatoport.	Axerent.	Rote of Interest.	Longs mel Deleutine Nirsk	en 31st December, 1966.	ou SIM December, 1967.	To Joint Cors- critteen	Railway Com- perios.	
6	£	Per	4	Yer rost	£	£	£	6	£	
35,841	3,359	4	_		3,330	19,484	18,471	-	-	Accounts to the Journey, 1900 Saffwey retherfood under the Light Enthropy Art, 1916 (Accounts to tied Jamasey, 1908 (Accounts to lied Jamasey, 1908 (December of State), 1916 (Preferred Converted Gellaur, 1908) (Deferred Converted Gellaur, 1908)
m,en,m	***		11,04,281		11,014,291	63,551,919	68/178/178	**85,003	2,138,400	Control Ordinary March So I Delored Ordinary March No I The Was smooth one Inches in a case of 100,77%, as 300,800 I Sale of the Inter- on the Histories I common by the North Billia Company, and Mart of Internal on the Internal Ordinary and South Wester (Control on the Internal Ordinary and South Wester
10,022,581		ŀ	-	-	-	19,922,988	10,712,065	-	-	Company, **Molacophiles to Peripairie a Wightworker Joint Ras way, as shown in the Company's published helbywarf
229,500	-		44.7	-		998,950	030,000	-	-	CHONOM
35,100		-	-	1 -	-	37,000	37,600		-	Automotivite East Jenning 200
197,530	-	1	295,991	4	26,200	1,313,810	2,823,510	- 1	-	Accounts to 38-6 Features, 600
284,000	1		157,236	1.	167,391	411,230	411,230		- 1	Accomplete NA Jorney, 190
111,550			-	1 -		111,000	111,098	-	-	Accounts to 50th April, 25th
94,793	6,184	29			4,000	20,783	30,793	-	-	Azonnás to Sak Jornary, 196
835,350	-	1 -	235,000	1	232,000	760,350	760,356	-	-	Accounts to Not Insurary, bit
1,433,000	-	1	312,58	1	189,555	1,549,388	1,749,700	-		Accounts to \$241 Juntary, the
148,872	-	ŀ	-			145,022	140,477	-	-	The belong Justime Below he model in the Colobert Salvery Congress, to ded d 10 Val. to 15t. The A- dress seconds all portion existing Stocks of the Co- puty, and authorise the se- ries and authorise the se- condition discussional per- cent left. The tolvery Easter (Eds. Color and Color and percent discussional per- cent handling Glook
92,064	-				-	53,464	27,900	-	-	As contricts Hell July, 200. Badbeag satisfied today i Light Nellways Act, 1806.
-	-				-	-	-	-	-	gaining subscaled unles of light Rathenes Ant, his a said is some of 2009, a included in the designs to be a subscale of the largest white hard and agent when the Commer- gens of Largett rave of laborate Mark December, 100. Said December, 100. Said the Company of viscould authorities to be a viscould force of the largett income force in the company of the control of the company of
15,10	-	١	- 1,70	ut	4 1,70	14,656	14,80	2 -	-	Express subbread index is light index of the control of the contro
15ta.				1		1	E	j	1	1

Nove.—The accounts by which the Copitals of the various Comparion have been necessary increased by These seconds are in all mose, include

No. 1 .- Amount of Capital, &c., upon the

RAILWAY RETURNS .- 1906.

34

		Atres	оргизар Сал	PSTAL	PAID-UF STOCK AND SHARE								
					Orline	ay.	Profe	cvetasi	L	Gross	Table)		
NAME OF COMPART.		By Shares and Steels.	By Learn and Debenters Stock.	Total.	Аволя	Entered Divisions	Assoupt.	State of Ecritoria	Rate of Divisional Davidsonal	Amount.	Sate of Sate of Devidend	Hate of Divisional	
	_	ε	£	4	£	Per cont.	4-	Per cest.	For cost.	a	Der ond,	Per cent,	
Rathen		9,000	3,000	12,000	This Nee	la set s	roeking, an	No. 24	GETTIN E	ee available			
Forth and Clyde Jasotics .		Lorent to	the "North	Senia."									
Forth Xiridge		Warked	ly the " Hor	M Delition."									
Differed and Germald		Warted	ly the * Mar	d British."									
Glasgov and Sould Western		14.00.201	4,6(8,24)	10,115,009	N,399,379 K,395,279 442,258		918,000 4/833/04	3 4	1	2,260,450			
					0,100,570 645,530	sie	584,872	4	å	227,000	1	ě	
Ayr and Maybols		14,080		34,500	34,500	,	-	-	-	-	-	-	
Glasgov District Submay .		1,500,000	177,500	1,477,000	750,000	ż	451,900	4	4	-	-	-	
Great North of Scotland .		6,535,601	1,816,018	8,175,813	1,860,656 1,860,658 997,360		1,681,293	4	4	usiana	4		
		1			1,196,41V 797,530	A.	185,742	4	- 6	211,000	4	ě	

Interprety and Fort Aspustus -Ferrod by the "North British

Killie . .

Klayth and Benryleidge

Lanorkskin and Aveshire

Lengthhire and Donbartouskin

Worked by the " Caladonian."

Worked by the " Coledonian," Worked by the "Onleslanker."

Worled by the " North British

45,000 180,300

31st Doosmber, 1908.- Neotland-confissed.

CAPITAL.	CARP	Dean	AMORE BY	ock.	N AND	PARISON DIMENTO		SUBSCIENCE OF STREET	TICES TO	
Total paid-up thock and Stare Capital.	Lonns Ameuni.	Bate of Interes.	Dobnis Hork Amerzal	Rate of 2	Total raisel by Logue and Debenium Sterk.	Yotal on Shit December, 1968.	Total on List December, 1997.	Yo Joint Com- mitteen.	To other Railway Com- pusios	Remarks.
£	£	Per-	£	Per	£	£		ε	£	
0,400,331	-	-	4,467,700	4	4,687,309	24,673,681	04,855,682	105,963	-	(Accounts to \$250 Jungary, 5
1,000,557				١-,		7,213,597	7,000,081	-	-	Amounts to Rin: January, 1 Professed dylinary black. (Deferred de Easty Black, (Deferred State) Black. (Deferred State)
34,500		-				34,000	\$3,500	-	-	* Borsveker, powers dependent to Glarger & South Wester
1,084,850	111,630	24			123,050	1,340,500	1,895,860	-		Accounts to the Juneary, 190
0,642,833	700 8,000 67,639 12,900	3 31 31 31	1,464,284		1,577,384	7,414,937	7,019,610	-	-	Accounts to Del Jaconery, I. A capital squared Appel was to be list. Excessey of blas Co- cepting of the Years of the Country of the Years of the said FR. Comba Eagle 28 207. Transcrived Cognesies Online Dept.
0,043,255	-		SURE	4	10,502	0,690,002	1,009,002	-	-	Stock. [Extensed Ordenity Nock.] S. enhibled to participate a prior with the Orden Stock in any dividend beyone per over.
4/68,841	-	-	\$00,000 1,500,007 390,000	54 44]4,170,600	0,823,863	0,000,000	-	-	Accounts to flat James, 190
										903
131,990	-	-	43,300		13,760	171(29)	178,080	1	-	Accounts to the August, the the time is weeked jointly by Galodesian and South kell Companies.
Ш										

BAILWAY REYURNS,-1908.

		Agus	GEENED CAPS	TAL.			Path	OF STOCK AND SHARE				
					Ordina	y.	Prefe	centes).		Guar	nateed)	
N	LANE OF COMPANY.	By Sharen auri Stock,	By Loans and Debutters Stock	Total.	Amoust.	Bate of Duralesed paid	Amount.	Rate of Devisers.	Devidend Devidend	Amount.	Division.	Bate of Disabasi
		6	£	£	£	Par seta.		Per cont.	For cond	4	for each	0
i Dei	sta	e2,555,164	\$8,143,866	68,623,795	9,566,339 11,690,92	,	7, 023, 775 82,606, 778 5,000, 200 1,631,000 063, 979	1 3 4 6 6	1 4 4 6 6	-		
					11,990,83	1 3	1,770,481 1,811,914	4	2			
	Elinburgh and Bathquis	250,000	-	253,600	293,000		-			-	-	
Count to receive by the North Beliefs	Fact) and Cipie Jenesian	192,00	64,000	\$50,000	100,380	1	4,000 10,480	5 6	5 6	64,000	5	
y the Nort	Forth Reidge	2,625,00	0 905,002	3,208,599	-	-	-		-	2,305,000		
or section to	Gillion) and Gazvald .	- 18,00	92,000	100,000	220,00	3	-	1	1	-	-	
Louned to	Receipting and Part August	250,00	86,000	344,000	250,00	9 31	-	-	-	-	1	
	Lander Light	45,0	14,000	63,700	47,06	0 1)	-		1	-	1	
ripal. Sores	olsk and Wigirwaldre Je	ins. 481,0	188,00	679,50	-	-	-	1	1	400,00	10 3	4
hony	Janution - · · ·		aling trough				1	1			nor On	, de
est 19	tightest	Amala	panaled with	the "Nor	th Benton	endee	Act of 8 E	dn. VE	Leb. I	36.		
ub a	od Laketer Elght	- 45,1	no 23.32	3 70,81	3 43,3	as 1			١.			-

Total Scorland . . . 131,330,448 63,467,600 154,708,443

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BAILWAY RETURNS.-1908. Name - The assesses by which the Capitals of the various Composite have been recessedly PARE-UP STOCK AND SELECT Osfinery.

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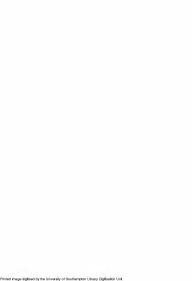
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BAILWAY RETURNS, 1908.-No. 2. LENGTH OF LINE, TRAFFIC ECCOR. PARRIETZ TRAFFIC. TRACES OF YOR NAME OF COMPANY, Stratued spins Arm, Proceeder and Millered in, est freque upon two. T Scene of Evolts 3,047 200.002 000.002 10,854 3,000,300 123,700 5,615,170 6,711 \$1,745,210 665,018 1 0 Daylyn, the the year entiry 10th Espisation. Translaw and Front Sele . Finish by the Kanakator Skip Ocnel Ornores 181,670 109,060 6,985 Take of Edward Light . - | 35 | 32 | 23 | Fooled by the Openhains. Line and Station-hand to the Great Heaters, and the Louise, Chathen Constr Stehes and Pitelite-Lexical to the West London Datematica. For Looks Zaventes Line period by the Greet Western, Landon and North-Platern, Western Carrollon, and Pretiational 2 14 20 27 547 95,000 TLEY DAYE 140 7.80 Fashaded in the optimize of the Creat Control and Creat Strethers. Most Railing Committee Ted Seagns Fineral Product by the Great Western and London and Smith Western 16 S 17 S DE CONTROL - EASTER STATE 10-106 RE W Partielle and Street Croples Joint Conceditor Yerlahan Dalar . . Treat and have presented to be provided as a second ORANI PROPERTY SAME TIMES WORKED WHOLLY OR MAINLY 10,797,702 UMATE DIAM cine blevet and Waterlee 4 -201 J 2,401,618 100,000 Machinel and Firstwood Discorned Owini London s.muni 6189685 SHUT Charles Dress, Eastern, and Economics 84.78T 006 1319 elite and South Sandare DAMES SHIP 86.61 drest Northern and Olly 5836H7 4390 139,85 deat Southern Pleastilly, and Remarks. 20 BLANGEY 1.0% DIGHT 1200 MARKETON 1469 Looks and South-Western (Weletire and Olig Disc) 20679 1,814,120 1,816 290,718 E1370 SULTS Memor -13300 SANCLINE ILUMET COS Metacodists classified he'f the "Exercises to, and city," and half the Netropolitan and Great Control Point Line.) 120 1,014,704 200,000 77,805,643 MUNICIPAL TOTAL \$100,00 Schopelites Burriet Cartuing the "Evisacon," "Being" and 29/16 seuse 44 00,350 No mad F5.255.444 635167 Melyopelitan and Meteopolitan District City 16.60 609.875 40 Widselsaget and New -9520 25,056,010 \$290 CHARGE TAX OR THE PRINCIPLE OF THE PRINC NAME AND ADDRESS OF THE PARTY O Wideling CE 2 AND - conversal and control of the co

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ļ	6,38	855,855	60,415	845,348	335,411	27,845	701,613	100,784	SL208	985,433	171,430	49,69	219,381	1,894,961	Gluque and South Western.

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No. 2.—Length of Line, Traffic, Gross Year Expens Size December.

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RAILWAY RETURNS.—1908.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

RETURN showing the Amount of the Working Expendeture, and of the Net Receives, &c., and Nomers of zach Kind of Bolling Stock, for the several Rakingsy Companies in Escland and Wales, Scotland, and Ireland for the Year 1989.

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			No	. 3	-Wo	king	Exp	endi	ure	, Net	Re	ceip	8. 3	nd
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Rolling Stock, ENGLAND AND WALES, in 1908.

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No. 3.-Working Expenditure, Net Receipts

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١			1,794	3,000	79				17	١,		١,	19	Webstird and Transm.
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		13,788	1,817	3,834		7].		90		17	1	62	Theoriespes and Construenterry Esten- sion and Salintamenthy and Theo- tospes Function. Tendes and Simple.
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-	ter	91,711,	RUE	A,177 Duffedency	-	a	-	-	160	**	800	60	190	Total.
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Ites	71,745	5,684,748	4,987,610	1,690,337	41	011	1	1	1,558	1,818	55,955	948	16,640	GRAPH TOTAL-BRILING
											•			



RAILWAY RETURNS.—1908.

APPENDICES

- A,—Sesson and Periodical Tickets—Numbers and Receipts for each class.
- B.—Length of Line, with number of Miles of Single, Double, Treble, and Quadruple, or more Lines of Rail.
- C.—Expenditure of certain Companies on Wages and Materials in the Permanent Way, Locomotive, Repair and Resewal of Carriages and Waggons, and Traffic Departments. (Complet from the Statutory Hall-yearly Accounts.)
- D.—Electrical Working of Railways in 1998,
- E.—Railways authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896.
- F .- New Companies incorporated during the year.
- G .- Amalgamations, Abandonments, etc., during the year-

APPENDIX A.—SEASON TICKETS.

EQUIVALENT NUMBER OF ANNUAL TICKETS ISSUED AND RECEIPTS THEREFROM IN 1806.

	Equivales	r Newson	OF ASSESS	Trouses		Mace	ares.	
NAME OF COMPAST.	Post Class.	Second Class	Therd Class (Including Wark- roth's Weekly Theks 14).	TOTAL.	First Class	Second Class.	Third Class No clocking Work- necks Weekly Thirkstel	Total
			EN	GLAND A	ND WALL	(8.		
					6	2	4	-
denageles (Newport and South Wales) Decks and Ballway	No Bessel	n Tiokete i	news.					
Saker Street and Waterlee	Jier belaw 69	toder Bal	waya weeke	1 by Electri 1,234	oal Power.	790	2,106	1,996
Sorry Charles Served and worked Steen Served	No Bearo	Dekets)	inned.	to The Shetch		-	28	55
Brudford Corporation (Nith, Valley	} -	-	1	1	- 1		2	2
Breeze and Marthyr Tydfi Junetica	, ,	31	203	129	48	76	271	297
Combridge based and worked Mass, for	54	70		650		663	2,045	3,360
Carlyine. Children based and world lines, for games of which are p. ch.) Carling Come, Barden and Hampetoni-Charles Come, Barden and Hampetoni-Charles Lines Convention.	Soo below Six below 6,034	noder Bu	liveys works flowys work 13,142			-	43,561	06,190
Chather Lines Couration (Redeling lesse) and morted lines, for name of which uses, 48.) City and Swith London Cleater and Westington Jenetics Cockamentile, Kenwick, and Pounth	See below	under De	Danga wortu			-	457	48
Cockressis, Keawick, and Persis - Coine Valley and Habiteal	34	_ =	908	960	210	- 197	778 306	1,14 95 11
Corrieghess Light Cerris	1	=	21 21	2	**	=	19 38	5
Daver and Deal Joint Committee	1	4	3	4	87	410	- 1	.00
Earingwold East and Wort Janotico and Stratford		-	27	8	8 1		28	,
ngen Avon, Torrester, and Michael Function Joint Committee	1	- 1	17	9		-	85	1.65
East Leaden Jetra Commission		30	3 142	40	9 225	1,009	291	1,00
Factoring	23		9 171 0 1,270	1,58	1,907	18 135		1,84
Gambang and Knot End*		1 -	1 7	1	7 -	-	23	
Glyn Valley Traceway Great Centend	3,45	7 -	25,687	28,80	\$ 55,075		77,791	118,8
Great Central and North Staffordship Complitee			900				74,600	41,1
Great Zartern (including leased and worked kees, for pages of which werp, 50.)	2,43	4 35,1	12,090	65,6	205,260		1	265
gazzai of wideh see p. 50.) Geneta Northern. (Roboting briest and worked farm, for manusc of which see p. 50.) Green Northern and GGY	- 1 6,00	1		1	1	1	123,605	260,0
Greet Northern and City Great Northern Placeabilly and Brompte Great Western disclosing based and worked lines, for passes of which see p. 56.)	in See bel	per trader it per trader i U 2,1	tallways was tallways wool 67 27,83	ked by Elec ked by Elec 60,1	isteal Power. iciesi Power. 69 \$1,18	57,60	122,900	
Hell and flamelry distrible leaves and worked lines, in		a -	18	1	79 29	- 1	ne	
falls of Wight			n 14	R 8	ns 35 dd to the Ki	0 22		

NAME OF COMPANY.

	Class.	Class.	Weskiy Tickets).		Class.	Class.	Weekly Theketa).	
			Ero	LAND AND W	ALES—conf	iessof.		
				-	£	£	1	£
fade of Wights Contral (heltsdig learn) and weaked lines, for masses of which not p. 65.)	36	384	34	318	439	912	171	1,599
Kent and East Sessex Light	- 6	-	- 1	8	6	-	-	6
Knott Bod	3	-	-	3	4	-		4
Languables and Yorkships	11,051	4,921	25,643	32,918	143,340	87,087	183,359	353,765
Linkward and Love	-	5	27	39	-	14	197	141
Liverpool Overhead	See below	under Bal	tunys work	d by Electri	nd Power.			
London and North Western Onclother least and worked Rees, for	8,527	11,569	43,677	63,665	174,943	67,738	286,956	473,956
(Dedering lease) and worked have, for minute of which are p. 65.) Lundon and South-Western (Bedeling leased sad worked have, for	5,815	8,339	2,996	24,070	100,300	88,006	14,006	279,683
Sachathan install and souther make, its waterion and City Lundon, Brighton, and South Coast State and South Coast	See below 7,147	under Bal 22,073	ways work 1,498	nd by Electric 22,902	nd Power. 114,614	192,420	9,401	316,468
Access of which we p. (6) Leadon, Tilbury, and Southern Lyston and Surrettagle	1,009	=	8,169 3	9,20H 2	17,588	Ξ	69,901 15	117,454 1.5
Magehester, South Juractice, and)	1.671	930	4790	7,931	11,681	1,558	99,800	39,548
Altripolam Marypert and Certicle		56	532	687	509	367	9,653	3,891
Merity Methiav Joint				d by Electric 22 of by Electri		-	138	150
Metropeditan . Hencading beard and worked lines, etc., for parent of which see p. 14.)								
Metropolities and Greek Contral Joint	Included	in the Bete	cens of the "	Metropolita	" and " G	est Cextro	Companie	и.
Matoopolitan District (Including Issaed and worked lines, for wasses of which see w. 141)			1	d by Electric				
Metropolitus and Metropolitus District		coler Rel		d by Electric	al Porrer. 109,788		200,665	819,947
Midlaryi Second and worked Suce, for	9,630	-	69,909	49,339	,,,,,,,,,			2.114.001

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			Erusa	SD AND W	ALES -cents	wind.
Supplement and Durwelt worked Days, for	76	-	367	457	E 683	£
Onclosing leased and worked Deen, for means of which see [a. 85]. South Election and Chatcham Railway Companies Hannging Consultate Companies Hannging Consultate	10,182	24,074	4,005	84,771	149,077	204,
Challed least in one p to Southward Southward Expression Ingressionate and Transactus.	-656	169	220	837	3,518	-
(Reducing beard and worker man, to based of width-one p if) Taff Vole (Radioline beard and worked fines for	596	960	5,500	6,976	9,408	٠

If Yole (Restricted trace) warhed lines, for sancia of which see p. (2.)

RATIONAVA WORKED BY ELECTRICAL

bales: Steast and Waterloy Justined and Picetwood Tremund Septral London

Thoring Cross, Hunder and Party and Brossp. Strong Northern and Chy Broat Northern and Chy Broat Northern, Phonelity and Brossp.

Liverpool Overhead
London and North Western (Waterlee

Manney

(Indiates issued and weeked Years, sin, be prace of which see y. 64.)

Meloupeditar, District

(Indiates) issued and weeked Years, sin, be prace of which see y. 64.)

Meloupeditar District

Mateopolitars and Next-oppolitar District

Oly Libro see Extraolera

Whitschapel and Bore

TOTAL EFFILING AND WALKS .

agor ans positi-Westers Undetein bund, and worked live, for name of which on p. 61.2 steps Unitries Belowing

North Brisink (Ludnding board and worked inee, for manus of which are p. Ot.)

Portnetrick and Wigtoweshire Joint!

Wish and Lobster Light .

TOTAL SCOTLAND -

Charing Crees, Easters of Clay and Bouth Landers Easton and Hampetond

Columeter Including Israed and worked lines, for command which set p. 60.5 Completions and Machethanish Light

Domosh Light

Highland.

Glaspor and South-Western

Glanguw District Balway Great North of Scotland

Talyliya Weston Claveston and Postschand Whitschapel and Bow

BAILWAY RETURNS.-1968 APPENDIX A .- SEASON TECHTRO-continued POTESTAL BUT NEWSFER OF ADSUAL PROPERTY. ThirdClass

> 230 5,500

s22 6,970

457 683 204,718 39,000 205,633

> 1,516 9,600

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984.860 1,774.387

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3,447 1,197 98,899 10,148 6,230 16,710 9,145 9,978 7,793 7.034 3,760 5,130 37.834 4,183

Total.

9,585 9,155 0,000 7,793 7,804 4,566 6,134 11,538 43,514 1 645 4.439 A 000 J05 185,409

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405 968 267,147

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No Season Tiples to invest. Electrical Power, 5,657 53 See below under Rellways worker 1,000 No Sesson Tokets 1,597 4,109 1,694 1,754 1,143 449 500 1,839 1,650 4,646 4.600 6,990 4,317 90,000

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SCOTLAND.

19

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45,090 57,445 62,210

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170 604 245

72,279 \$4,577 166,000

16.660 94,678 71,772 NAME OF COSTANY.

spatie of the County Down

RAILWAY RETURNS --- 1908. APPENDEX A.—STANOS TECRNS—continued EQUIVALENT NUMBER OF AMERICAL TRUMPING

Recourts.

91

1466

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Ø

84 506

4,518,858

			TREEL	ND.		
	9,001	_ 1	2,593	6,294	13,469	# 568
- 6 30	=	55 108	61 120	60 372	=	953 1,094
117	- ,	322 19	479 11	_600	- ,	1,158 36

1.815 5,539 1.597 70 1.5 3,414 8,169

ek and Macroom Direct it, Barden, and South Coast Octobary Insai and welled Ram, for yours of which yell, the the Hardenesk, and Passage and Dengal John Contributes -119

Green Northern of Ireland Green Scattern and Western of Ireland (including lossed and worked Stee, for more of which are a 65.) town and Ballybusies adoptiony and Lough Swift dortains loued and worked names of which see p. (6.) Middeni Grant Western of Ireland Guduling based and worked lines, for

Commence of which see p. Ct.)			-			944	2,506	471	8,997
Middeni Gond Western of Ireland (Including Issued and worked lines Increes of which see p. 42.)	, for		35.0	60	385				
		234	9371	628	1,468	9,123	2,695	6,305	11,668
Middley Joseph and worked Than (Saideding Joseph and worked Than manus of which are p. 05) Shire, Leitrim and Northern County	ites .	8	35	42	65	27	40	80	173
Waterford and Transpore		42	-	20	88	669	-	140	893
TOTAL		9,095	5,742	2,730	10,566	21,527	43,912	19,463	84,905
LIGHT RAILWAYS.									
Bushrock and Newry Transvoy		Zes below	under Lie	ha Ballway	worked by	Electrica	. Power.		
Conn and Luiteirs, Limited - Clopher Valley Bullway Core and Mankerry	: :	8 57	Ξ	17 8 59	92 11 67	20 18 39	Ē	40 177	25 216
Denoughmers Extension		- '	-	7	7	-		17	17
Total Interest Williams				11					

97 Salvall and Skill-berren Transmay and Light Ballway

Courtmonshury Ballinisessthy and Extension, and Balli. Timoleague Juration -mice and Dingle 40 42 22 19 West Clare, Limited (including the South Clare, Limited)

LOOKE BAILWAY WORKED BY ELEC-TRICAL POWER. Benkrook and Newry Transmy

TOTAL BREAKD 5.780 146,301 445,874 199,558 TOTAL UNDER KINGDOM м 2

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45.316 19,889 10,765 20,669 2,577 1 028 116 2.01L398 1.473.804

LENGTH OF LINE IN 1906, 1907, AND 1808. APPENDIX R.

Length of Line (Goographical) open on 31st December, 1906, 1907 and 1908, giving the number of relies of gen or Lone (congrupation) open on the broadens, Long of Rails (exclusive of sidings) as returned by Single, Double, Trolle, and Quadruple, or more Lines of Rails (exclusive of sidings) as returned by

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STOCK CRAFT AND WILLYSHIPPED		15	-	1 =		î		-	- 1	7	ī				١.
AGGET TITLAL LAXION LINUX (COM. SUPER AND HARDWELL LAXION, LOWER DAY LAXION, LOWER DAY LAXION LAY LAXION AND VINLENDER COMMON LOWER DAY LAXION AND VINLENDER COMMON LOWER DAY LAXION LAXION LOWER DAY LAXION	20	Sahare	knoc	Rein Early	pr wit	gert kij Deci 10	Elech Every	one Po	mer.	- 1					
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RAILWAY BETURNS.—1908.

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APPENDIX F

Taxorus of Rahways authorised, at 31st December 1908, under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked, or are to be worked.

Name of Ballway.		Langth of Line.	Working Bailway Company.
Labill Extension	-	Miles.	Midhad Great Western of Ireland.
Sallina and Killala		8	Midland Great Western of Ireland.
Saltimore and Skibberson		13	Curk, Burdon, and Senth Coast.
tentry Bay Extension		2	Cock, Banden, and South Coast.
Strategies and Correleough		184	Londoniury and Lengh Swilly.
Sarumorris and Swinsford		17)	Great Southern and Western of Ireland.
Collooney and Swineford		291	Great Southern and Western of Iroland.
Donogal and Killybegs · · ·		19	County Donegal Ealiways Joint Committee.
Downpatrick, Killough, and Ardglass		8	Belfast and County Down.
Salway and Cliftion		49	Midland Great Western of Ireland.
Headford and Konmare		19‡	Great Southern and Western of Ireland.
Killorglin and Valentia		262	Great Southern and Western of Ireland.
Letterkenry and Burtosport		40)	Lenderderry and Longh Swilly.
Straggelar and Glantins		545	County Decargal Railways Joint Committee
Westport and Mallersony -		- 18	Midland Great Western of Ireland.

APPENDIX F.

NEW COMPANIES-1908.

NEW RAILWAY COMPANIES INCOMPORATED UNDER AGES OF PARLIAMENT IN THE YEAR.

Slige and Arigas.

NEW RAILWAY COMPANIES INCORPORATED BY ORDERS UNDER THE LIGHT RAILWAYS ACT, 1896, AND SUBJECT TO THE PROVISIONS OF SECTIONS 9 AND 10 OF THE RESOURATION OF RAILWAYS ACT, 1871.

Barton and Implingham. Limitito and Lampeter. Mid Lincolnshire. Stottosdon, Kinlet and Pillingsley.

APPENDIX G.

AMALGAMATIONS, ABANDONMENTS, &c.-1908.

AMALGAMATIONS OF	RAILWA	v Ç	OMPANIES UNDER ACTS OF PARLIAMENT PASSED IN THE
			YEAR.
Garstang and Knot End			Undertaking sold to the Knott End under Act of 8 Edw. VII., ch. 13.
Louth and East Coast	-		Undertaking sold to the Great Northern under Act of 3 Edw. VIL e. 51.
Tickhili Light			Powers transferred to the Great Northern under the Tickhill Light Easlway (Amendment and Tosseler) Order 1908.
West Highland			Amalgumated with the North British under Act of 8 Edw. VII., c 150.

LAPSED LINES.

The following lines have been emissed from the present Return, the powers to construct them having lapsed:—

Grindfolard, Stalow and Balawall (powers lapsed on Sint July, 1908).

Leighton Busssel and Bitchin (powers layed on 6th April, 1908).
Makistons and Ferrenkam (powers layed on 19th August, 1908).
Mullingur, Kelis and Dreghols (powers layed on 11th August, 1908).

NAMES CHANGED UNDER ACTS OF PARLIAMENT IN THE YEAR 1908.

Nil